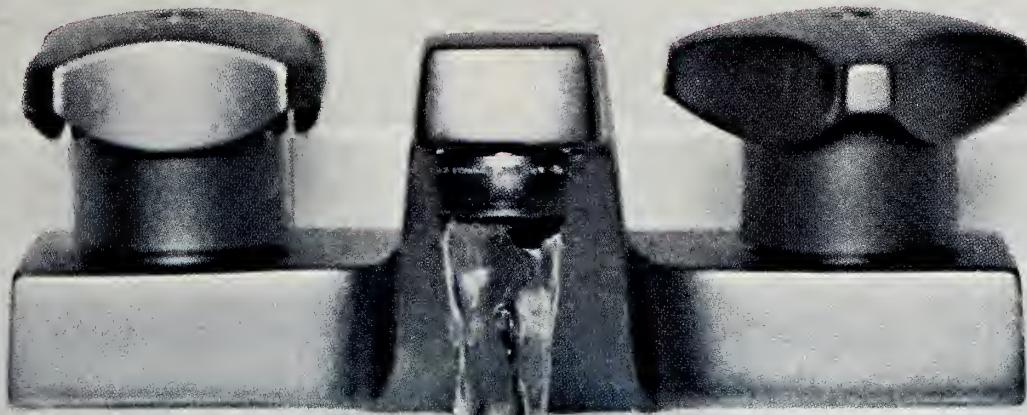


THE AMERICAN

20c · JANUARY 1973

LEGION

MAGAZINE



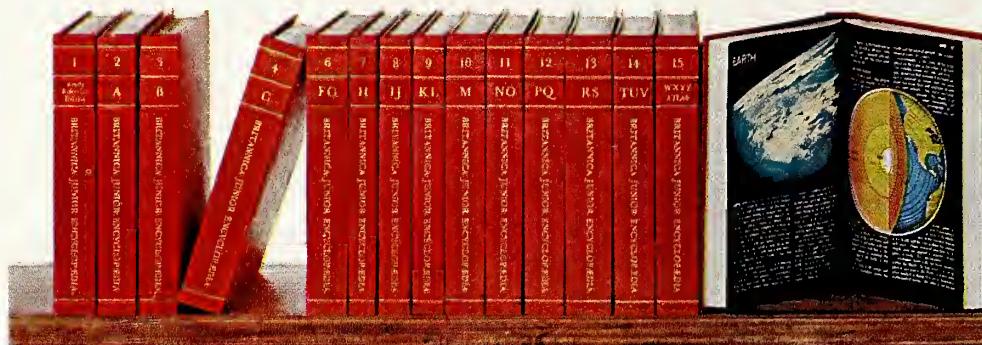
THE PURITY AND IMPURITY OF OUR TAP WATER

A SHORT GUIDE
TO MODERN
AUTO TIRES

HOW THEY
CARRIED THE
MAIL WEST

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The American

LEGION

Magazine

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JANUARY 1973

Volume 94, Number 1

National Commander

Joe L. Matthews

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LETTERS TO THE EDITOR

Letters published do not necessarily express the policy of The American Legion. Keep letters short. Name and address must be furnished. Expressions of opinion and requests for personal service are appreciated, but they cannot be acknowledged or answered, due to lack of magazine staff for these purposes. Requests for personal services which may be legitimately asked of The American Legion should be made to your Post Service Officer or your state (Department) American Legion Hq. Send letters to the editor to: Letters, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.

RESTORING THE HOLIDAYS

SIR: I agree 100% with the restoration of Veterans (Armistice) Day to November 11. ("What's the Matter With November 11?" November.) This year, the fourth Monday in October meant nothing to me except that the bank and post office were closed. I am behind all efforts you make to restore the holidays.

PHYLLIS R. QUINN
Rock Hill, N.Y.

SIR: What can be wrong with the people in the United States when the important dates mean nothing to them but just a day off from work. Isn't there any sentiment, concern or gratitude left in the country?

MR. & MRS. WILLIAM L. AIKEN
Whitehall, N.Y.



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SIR: We ought to keep the pressure on Congress to right the wrong.

DAN M. TABLER
Centreville, Md.

SIR: I, for one, sincerely hope a hot letter-writing campaign to our Congressmen will remind them of the hal-lowed meaning of that day. Certainly the disagreeing letters when the Act was originally proposed were ineffective. As the daughter and wife of WWI veterans who died of service-connected disabilities, I wish this date—and others—to be respected for their meaning and not just as an excuse for a long weekend.

MILDRED L. DWYER
Bronx, N.Y.

SIR: Your article is timely and to the point, but it must be followed with force enough to restore November 11 as Veterans Day next year. The Legion is by far the best qualified to put a stop to date-changing and marking our course through history as days when merchandise is offered at bargain prices.

J.H. VAN HORN, Trustee
The Somerset County Historical Society
Somerville, N.J.

SIR: I would suggest that that question be submitted to those who are responsible for the change to the fourth Monday in October.

GEORGE H. SCHARDIEN, Sr.
Elizabeth, N.J.

SIR: I respectfully suggest that an all-out letter-writing campaign on this subject be launched by members of the Legion to the Congress.

THOMAS F. LANCER
Washington, D.C.

SIR: I would like to go further and ask what's wrong with May 30, February 22, and October 12.

EMERY S. QUIMBY
Newport, Maine

SIR: I was sorry to see your outburst against the "fourth Monday in October" as Veterans Day. The change, debated long and thoughtfully, is a modern holiday honoring veterans, and the day can best be utilized by those vets and their families on any Monday and without your caustic reflection to "... the federal dollar reverence." Congress selected the date as a convenience. Let's settle back, accept it, enjoy it and pray, sir, move on to more meaningful editorial appeals.

ARTHUR BAMFORD
Bronxville, N.Y.

SIR: Your article on holiday-changing was really fitting. We were one of the many who wrote our Congressman to protest the change in dates.

MRS. GARTH MCKESSY
Jackson, Mich.

SIR: What's wrong with November 11? Nothing, absolutely nothing.

MRS. WILLIAM C. LINDEMANN
Chatham, N.J.

SIR: How you did lay it on the line! Why change even the name of that celebrated day, or, certainly, the calendar? It was an armistice. It can't be changed in the hearts of us survivors of the 2 million men and women in service in Europe on that first Armistice Day. I'll fly my flag on November 11. And I'll remember the first one.

EDWARD W. MERRILL
Woodburn, Ore.

SIR: Our magazine is most welcome here, each and every month, and there was a special interest in this November issue. Yes, the "What's the Matter With November 11?" article. My flag was hoisted on this November 11, as usual. I agree with you 100%.

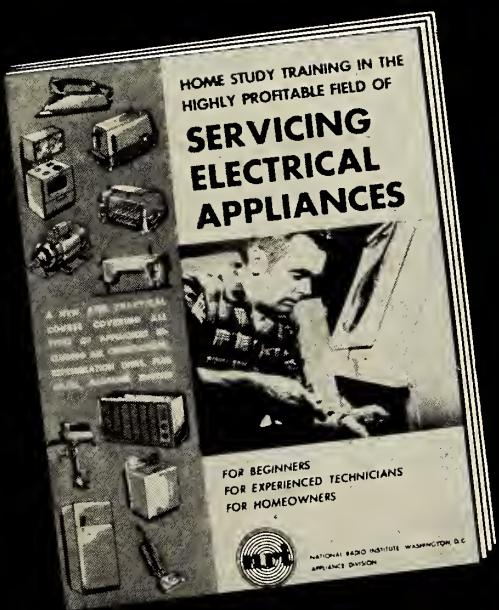
GEORGE W. NEU
Bloomfield, N.J.

SIR: Let us hope that the fourth Monday in October 1972 is the last time it will be called Veterans Day. Now, if each member would write his Congressman on this subject, we might get it done.

M.E. POLLACK
Santa Rosa, Calif.
(Continued on page 6)



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LETTERS

TO THE EDITOR

SIR: I was, and still am, against any change in our national holidays. The days that are changed do turn out meaningless. If we can keep pressure on, perhaps we can have the holidays returned to when they should be.

NICK G. PAPPAS
Chicago, Ill.

SIR: The date of November 11 was set aside as a date which ended a war to end all wars, called Armistice Day. However, WW2, followed by the Korean conflict and now the Vietnam war have caused November 11 to lose its meaning. Veterans Day is a day set aside to honor all veterans of all wars. It has no connection with the start, highlights, turning point or termination of any war. It could be associated with any number of dates. It is not too far out of line to honor those who served their country on the fourth Monday in October.

JOHN M. NEWCOMER
Fremont, Ohio

SIR: I don't know who got all those brilliant ideas to change the holidays, but, to me, it's made the chosen dates meaningless.

LORUM E. TRUAX
Hannibal, Wis.

SIR: The article presents good arguments for going back to November 11.

PETER MUTO
River Falls, Wis.

SIR: Thank you so much for the article. Our flag flew on November 11, even though we were mostly alone in our neighborhood in flying it then. Thanks again for making this stand.

CLYDE & LOUISE BEATTY
N. Miami Beach, Fla.

SIR: I have been opposed to the change since first reading about it, and am working for its repeal at every opportunity.

CHESTER D. ROWTON
Nevada, Mo.

THE B-17

SIR: I must tell you how much I enjoyed Harvey Ardman's article, "The Flying Fortress of WW2," in the November issue. His grasp of this wonderful plane was excellent. To an old navigator with the 379th (Triangle K), it brought back memories—some good, some not so good. So, Mr. Ardman, I say, "Thank you for a fine job."

B.C. HULSEY
Little Rock, Ark.

SIR: Many thanks for a most descriptive and informative article on the "Queens of the Skies" and the men who flew them.

GEORGE G. ROBERTS
Gulfport, Miss.

PERSONAL

\$ OUTLOOK BRIGHT FOR '73.

BRAKING HABITUAL OFFENDERS.

UNION CONTRACTS LOOM AHEAD.

There's virtually no disagreement among the economic forecasters over the shape of 1973: They all see it as a strong, prosperous year.

If you are a businessman, that obviously means sales should be good and profits on the rise (or at least rising within the limits set by the government). If you look at 1973 as a consumer, two bothersome areas—prices and unemployment—might well show some improvement over last year. Specifically:

PRICES: While there will be some increase, the more optimistic forecasters think it will be less than in 1972. They feel that higher productivity, plus the effect of government restrictions on profit margins, will put a rein on advances.

UNEMPLOYMENT: Despite a sizable influx of young people into the labor force, the unemployment rate is expected to drop to around 4.5% by year-end, due to better business conditions.

As for other major areas of the economy:

- **Residential construction**, which had a fabulous growth last year, again will roll along in high gear in 1973. If you are looking for a home or apartment, your range of choices will be much wider.

- **Autos** also are in for another banner year. Demand continues very strong, but here is one area where price rises will be quite modest.

- As for **Gross National Product**—the yardstick of our total national output—it generally is calculated to go up by around 6%.

* * *

An estimated 50% of auto accidents and deaths, say insurance people, are caused by habitual offenders, often under the influence of alcohol.

So now more and more states are putting HO (habitual offender) laws on the books. Fifteen already have them. Here's what HO laws specify:

1. A driver convicted of three major offenses in a five-year period can be declared by the courts to be a habitual offender. Major offenses include vehicular manslaughter, reckless driving, hit and run, drunken driving and leaving the scene of an accident.

2. A driver likewise could be declared an HO if he runs up ten lesser convictions in five years.

3. On conviction, the HO would get a mandatory five-year suspension of his driver's license.

4. If he violates the suspension, he would be subject to a jail sentence and up to a \$1,000 fine. In Virginia, which passed the first HO law five years ago, about 35 violators are in the penitentiary (Virginia boasts a steady decline in traffic deaths).

5. HO laws are thought to be highly immune to political "pull" or "wire-pulling" by offenders. HO laws, however, aren't retroactive.

Interestingly, one of the strongest proponents of HO laws is the Nat'l Assoc. of Insurance Agents, with its some 150,000 members. One reason: agents don't like to see rates go up; it's bad for everybody.

* * *

A whopping number of union contracts are up for negotiation this year. They involve over 4.5 million employees (in contrast to the low 2.5 million involved in 1972).

Among the big unions who will go to the bargaining table are: ladies' garment workers, rubber workers, building trades, transportation unions (both rail and teamsters), electrical workers, machinists, and—in early fall—the mighty auto and farm machinery union.

Does that mean we may be in for a lot of strikes? Not necessarily. Much depends on the cost-of-living. If that doesn't rise too steeply, unions and management could well make peaceable settlements within the guidelines set by the Pay Board. On the other hand, if prices spurt, you can expect some trouble.

By Edgar A. Grunwald

You Schedule the Orders while Your Servicemen Bring You **\$21 an hour gross profit**



Yes, and this is after paying very few servicemen at "National price guide" rates (doing no service yourself). Your income is limited only by the number of men you employ.

We train you . . . we help finance you . . . we assist you . . . we show you how, *step by step*, to build your own business.

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If you've wanted to be your own boss . . . be financially independent . . . have a growing business, now YOU CAN.

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So we built such a plan. Duraclean dealers do not experiment. Their proven formula has assured success to hundreds of men and women.

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Would you like this? Don't guess. Mail the coupon so you'll have facts to decide wisely . . . and KNOW for sure if this is what you want.

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Your carpet & upholstery cleaning service also livens fibers . . . revives dull colors, raises pile. It avoids the usual soaking and fiber breaks from a machine scrub. Mild aerated foam, lightly applied, lifts clinging soil and many unsightly spots.

Scrubbing and do-it-yourself "so called" cleaning drive soil deeper till it seeps back to resoil the surface. Your men TAKE SOIL OUT.

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Dateline Washington..



RED CHINA CHANGES ENEMIES. COMPUTERS NO PERIL—YET. CONGRESS KEEPS EYE ON SCIENCE.

That message which Red China has been sending out is that the Soviet Union has replaced the United States as the main enemy of Peking. Red China feels the Soviet represents the principal threat to the security and independence of the smaller nations of the globe.

Such is the finding of Sen. Henry Jackson, of Washington, chairman of the Senate Subcommittee on International Security and International Operations.

"This does not mean that Peking has wholly abandoned its customary view of the United States," adds Senator Jackson. Red China still opposes, by words, the U.S. and the U.S.S.R. as the "superpowers" which are "monopolizing everything behind the backs of the other countries and manipulating the destiny of the people."

Red China's hostility to Red Russia stems in part from the knowledge that 47 Russian divisions stand ready on their joint border, and that the Soviet also possesses considerable nuclear missile muscle.

Data banks, often attacked in Congress by civil libertarians, haven't given the government more information about citizens than the federal files held before the computers took over from the clerks, according to a three-year investigation by the National Academy of Sciences.

Seems that some of the fears about the computers taking over—such as interchange of information about the private lives of individual Americans among government agencies, and even private organizations—haven't come to pass. At least not yet.

Nonetheless, just in case, the Academy's report calls for Congressional action to defend the privacy of the individual citizen against overzealous use, and abuse, of the computer data banks. After urging a number of restrictions on the computer information, the Academy then suggests that Social Security numbers be exclusively utilized as a "universal citizen identifier," so as to simplify the interchange of information among data banks.

In an effort to take some of the surprise, and shock, out of scientific development, the last Congress created an Office of Technology Assessment. It, like the General Accounting Office, will report directly to Capitol Hill instead of the White House.

Congress, increasingly confused, worried and harassed about leaps of science leading to unanticipated plunges into pollution of air, water and earth, wants this agency to alert the legislators about the potential hazards of the newest technological developments.

Proposals for a special bureau to keep an eye on science have long been voiced in Congress, but only after the bitter battles over the anti-ballistic missiles and the supersonic airliners did the legislation catch on.

PEOPLE AND QUOTES

GOV'T—MORE WITH LESS

"I honestly believe that Government in Washington is too big and it is too expensive. . . . We can do the job better with fewer people." President Nixon.

CRIME CALL

"When people begin to protect themselves as individuals and not as a community, the battle against crime is effectively lost. . ." Oscar Newman, architect.

RED ALERT!

"The Russians are on the move in many areas, particularly where they see or sense weakness, confusion and conflict. . ." Gen. Andrew Goodpaster, Supreme Allied Commander, Europe.

COLD WAR ANALYSIS

"The U.S. won the Cold War because of the internal disintegration of Communism. Because you remained strong you were able to accelerate this inevitable process." Milovan Djilas, ex-V.P., Yugoslavia.

CONSUMER POWER

"Ultimately in a free market, consumers tend to get what they want. The kinds of products produced will reflect the desires of the consumer." Prof. Israel Kirzner, New York Univ.

NO STRINGS FOR INDIA

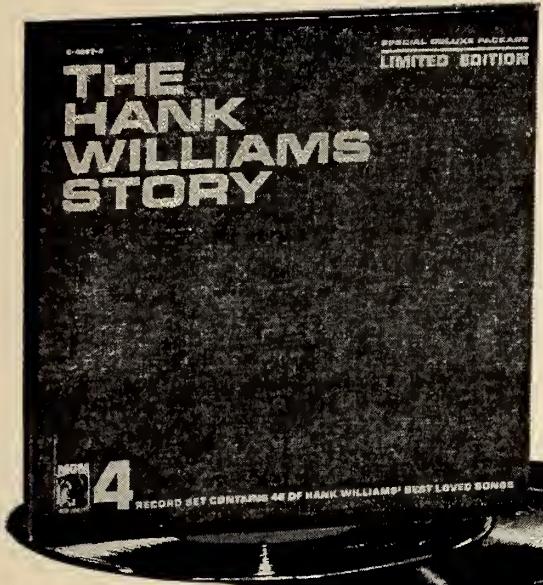
"We are interested in help from any country if that help is without strings and if it is going to assist us in becoming stronger economically." Indira Gandhi, prime minister, India.

U.S.: ISRAEL VIEW

"With facts the citizenry has usually displayed remarkable shrewdness in making decisions. . ." Prof. Paul W. McCracken, Mich. U.

"American policy is that we should be able to defend ourselves without sending a single American soldier to help us." Golda Meir, prime minister, Israel.

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Hank Williams died in 1953; he was only 30 years old. He had not even reached the peak of his career, yet he was recognized as "the king of country and western music." His death was a tragedy. It meant that America had lost one of its greatest artists, for Hank Williams had brought joy and pleasure to millions . . . had truly interpreted "country and western music" so greatly that his influence is evident in many country and western artists popular today.

In memory of this unsurpassed artist, here is a wonderful Memorial Album, produced by Metro-Goldwyn-Mayer, for whom Hank Williams recorded exclusively. Hear Hank Williams sing—as only he could—such haunting hits as *Cold, Cold Heart . . . Your Cheatin' Heart . . . Move It On Over . . . Hey, Good Lookin' . . . Jambalaya . . . Honky Tonkin' . . . Howlin' At The Moon . . . Lonesome Whistle . . . You're Gonna Change (Or I'm Gonna Leave) . . . A House Without Love . . .* and dozens more!

Truly a fitting memorial to Hank Williams are these four 12-inch LP records containing 48 hits! Faithfully reproducing every note and nuance of his homesy, haunting delivery, these

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Foods For Survival

IN THE BEGINNING, of course, all of man's foods were wild. And free. When the Pilgrims came to this country, the Indians introduced them to many new ones, notably the maize, which we call corn, and the turkey, and the North American bison, or buffalo. We accepted the first two of these but not the buffalo, which some modern biologists now claim would have been superior to beef. But the majority of Indian foods we ignored. And they are still wild and free. Most interesting are the roots which the Indians used instead of potatoes, turnips and parsnips.

The *arrowhead* is tasty and nutritious. Anglers tramp on it when fishing streams and ponds. It is a foot-high plant with white flowers and leaves that look like lance heads. Root tubers reach the size of eggs and can be boiled or roasted like potatoes. The *Jerusalem artichoke* is a wild sunflower about eight feet tall with numerous three-inch-wide yellow flowers like miniature sunflowers. The tubers on the roots are long, like small sweet potatoes, and are boiled. They taste best when dug in late autumn just before the ground freezes. Early American frontiersmen appreciated the *ground nut*, a vine belonging to the pea family, found in damp areas. Its fragrant flowers are brownish-purple and the vine carries pods like small string beans. The egg-size tubers on the roots lie just below the surface, and when boiled taste slightly like turnips. The *burdock* is a wild thistle with reddish-purple flowers that turn into burrs, reaching five feet in height and found along back roads, farm fences and pastures. A variety of it is cultivated in Japan. The roots are long and thin; only those from plants which have no flowers or burrs are used. Each is peeled, sliced like a carrot and boiled. The Indians also made a poultice from the plant and applied it to wounds. The *toothwart* is a foot-high plant of the mustard family with long, thin serrated leaves and small pink-white flowers, and it is found in moist ground. The peeled roots have a mild horseradish flavor and can be eaten raw or in a salad. The *primrose* is a round base of long pointed leaves from which grows a long stem of small pink-white flowers which open only in the evening. It was one of the first plants sent back to the Old World for cultivation. Roots from plants which haven't yet bloomed are best; they are peeled, sliced and boiled. From the stem, the Indians concocted a cough medicine.

Every backwoods outdoorsman, as well as gourmet cooks, should be familiar with these and other wild foods in case he becomes stranded in the wilderness and survival becomes a problem. For detailed information on these and other edible roots, fruits, berries, greens, etc., read "Feasting Free on Wild Edibles" by Bradford Angier, published by Stackpole Books, Cameron and Kelker Streets, Harrisburg, Pa. 17105. Price: \$4.95.

RACCOONS bother campers, as they do Mrs. Mott of Schenectady, N.Y., but she has a solution. She pours household ammonia on the ground around anything that needs protection, and the 'coons give it a wide berth.

WHEN PATCHING heavy cloth such as hunting pants or jackets, tent canvas, etc., place a piece of wax paper between the cloth and the patch, advises Mrs. Clara Hill of Langdon, N.D. The needle running through the wax paper makes sewing easier, and the paper can be pulled out easily afterward.



THE AMERICAN LEGION MAGAZINE

STICKING HOOKS into the edges of a cork is a handy way to carry them. Earl Seaton of Peru, Ill. has a better way. He drills a hole through the center of the cork, puts the shafts of the hooks through the hole, then sticks the points into the cork. They're held solidly, can't accidentally twist loose.

A RECIPE for enhancing the flavor of your favorite fish is submitted by Dr. Evangelynne Marcele Avakian of Fresno, Cal. After the fish has been baked, butter it, then pour over it a sauce made of a crushed garlic clove, chopped fresh parsley, and vinegar. The vinegar helps to remove any strong taste.

CAMPING tools have a nasty habit of getting lost. A solution, writes E. G. Seckman of Alma, W. Va., is to cover the handle with bright fluorescent paint. Then even at night a flashlight will find it. This trick will also identify your property should a neighbor borrow it.

SOME months ago a reader recommended using a crochet needle for untangling bird's

nests in baitcasting reels. August Winkenhofer, Jr., of Louisville, Ky. says he has a better gadget, especially for monofilament. It's an ordinary metal nut pick.

IF YOU'VE forgotten your toothpaste on a camping trip, but you have some salt in your food supplies, all is not lost, advises Mozelle Stone of Pontotoc, Miss. Put some on your finger, rub your teeth with it, then rinse. It's cleansing, refreshing, and even better for your gums than regular toothpaste.

IT IS WISE for anyone carrying a medical prescription on an outdoor trip to write the name and strength of the medication on the label, also on a separate piece of paper, according to Registered Nurse Lorraine Carberry of Miami, Fla. Then if the medication becomes lost or the patient becomes ill, the doctor will know what he has been taking and will be able to treat him without delay.

BAKING SODA is a handy item to carry on your outdoor junkets, reports Hank Rosche of Phoenix, Ariz. It has multiple uses: insect bites, snuffing out a fire, cleaning battery cables, polishing lures, and, of course, curing an upset stomach, plus many others. And it's cheap.

IDENTIFY your expensive fishing reel in case it's stolen, advises Paul Warmstein of Brooklyn, N.Y. Before winding line on it, Scotch-tape your name on a piece of paper to the spool. Then, to prove it's yours, just unwind the line.

WHEN CAMPING, take along a couple of pieces of sandpaper, suggests N. Chappell of Coeur d'Alene, Idaho. It's perfect for opening tight jar lids. Just grasp the lid with it and turn; no slip. Of course, it'll sharpen your fish hooks, too.

EVER have trouble screwing together tightly enough the cleaning rod of your rifle or shotgun? Then unscrewing it again when it's slippery with solvent? The answer, says Frank Gaudio, age 16, of Monessen, Pa. is to drill a small hole through each rod section, one large enough to take a nail. The nail will furnish all the grip you need.

A SURPRISE awaited Ezra Stiles, of Oakmont, Pa., one day in a Canadian fishing camp. He found the cook sprinkling the inside of the cleaned trout with coarse black pepper. When cooked, they were delicious. Try it, he says; you'll like it.

WHEN TRAVELING in your camper, put your soiled clothing in a heavy, plastic garbage bag, add soap and water and tie it shut, then store it in the back, advises Vi Christensen of Worthington, Minn. As you travel, your clothes wash. Then all they need is rinsing.

If you have a helpful idea for this feature send it in. If we can use it we'll pay you \$5.00. However, we cannot acknowledge, return, or enter into correspondence concerning contributions. Address: Outdoor Editor, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.

The World War II Commemorative Medal Society, in association with
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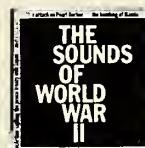


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The Purity and Impurity of Our Tap Water



Protection of the watershed is the first step in delivering good tap water. The fence around the Oradell Reservoir in this photo correctly symbolizes that the Hackensack Water Co., which serves about a million customers in northeastern New Jersey,

is able to protect its supply fairly well, though many others are not. This firm is used as an example of tap water problems and treatment in the accompanying article and photos. But the problems and solutions vary widely from town to town.

By LEAVITT A. KNIGHT, JR.

THE WATER that comes from America's faucets is the best that any 200 million people ever had, but nobody who knows anything about it is the least bit complacent.

There are numerous local problems with tap water purity, and there is uneasiness about the purity of our drinking water nationwide in the future.

Many areas which have always had good tap water are seeking new supplies—thanks to an influx of population—which drives them to raw water sources that may not be as good as they are used to. And new populations are dirtying raw water that used to be clean.

This much is true in many urban areas. It is true in some once-rural country, such as areas of the mid-South. (Parts of Tennessee are up to their necks in water problems.) It is true in new suburbs which were recently field and wood. There are other communities whose need for more water involves them in new problems of water quality as well.

The time is not far off when we may have to recycle more water in order to have enough. The technologies hardly exist for cleaning up water that we have used once—especially if it was used for industrial and agricultural purposes.

On top of that there are some immediate national problems concerning the purity of the water we are now drinking. Some of them have been exaggerated, or at least expressed in terms

that may be unduly alarming. But experts who disagree about what the situation is, or what we ought to do about it, still agree on several main points.

By far, most of our waterworks are too small to meet modern challenges of water pollution and purification. Though they don't serve most of the people (the bigger plants do), little waterworks comprise some 25,000 of the nation's 30,000 plants that supply tap water. Half of our population is supplied by only 339 of these systems. The federal government, in recent years, has increased the number of small plants. It started a program to create public water supplies in rural areas that always depended on private wells or untreated surface water.

In ten years, starting in 1961, the Farmers Home Administration lent \$240 million to help 1,100,000 rural people set up public water systems, chiefly through very small plants in 1,588 communities. Between 1967 and 1971, the Department of Housing and Urban Development made grants for 143 small systems. The biggest grant was for \$1.5 million, which doesn't build a very sophisticated waterworks.

The American Water Works Association, a professional society of waterworks and their managers, complains that small plants are responsible for most substandard water supply operations, while their inadequacies are often cited to reflect adversely on the more professional waterworks that serve most of the people.

A recent survey of 969 local waterworks by the federal Bureau of Water Hygiene found that a high percentage were failing to meet a large number of accepted standards in their operations.

They were not necessarily delivering water that did any harm, and it is hard to see from the report if any of them did that. But they were *not* living up to minimum standards set by the Public Health Service in 1919 and revised in 1962. The PHS standards are universally accepted by professionals in the field. They are mandatory under many state laws, and under federal law for about 800 water systems which supply interstate carriers. The study also found that many states which regulate such plants were not enforcing the PHS standards very vigorously, though all of the states accept them as guidelines or by firm regulation.

That study was perhaps chiefly responsible for a militant—and in many ways progressive—Safe Drinking Water Bill in Congress. Among other things, the bill would require a federal agency to set mandatory federal tap water standards for all. It would also be empowered to enforce its standards in any state that the agency should find lax in its own enforcement.

The American Water Works Association (AWWA) hails most of the bill, but takes a dim view of the federal enforcement part of it. The great bulk of the substandard operators reported in the study were the tiny plants. The AWWA says that many of them cannot operate to the letter of existing standards, and never will, unless they are centralized into bigger operations or given substantially more aid and surveillance. If new federal standards of tap water should be more rigorous than the existing Public Health Service standards (as they well might be) the little waterworks will be even more incapable of meeting them.

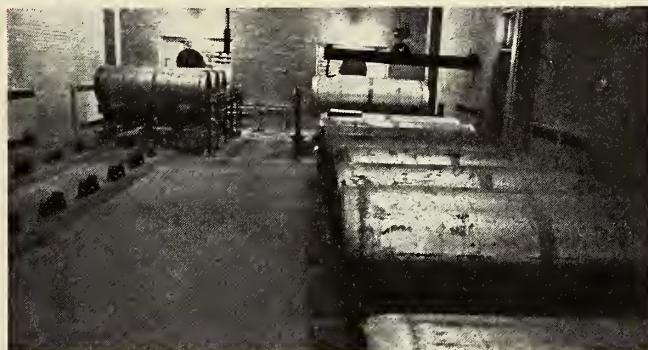
Many little waterworks are run by a handful of people. They lack the trained staff and the equipment to do a sophisticated job, and their communities are too small, or are reluctant, to pay for better. There is money in the Safe Drinking Water Bill to help them, but hardly enough to make modern plants of 25,000 small operations.

AWWA feels that the federal government will run into the same problem the states have, if it takes over local enforcement of tap water standards. The little plants can do a good job as long as their raw water needs only the simplest treatment. But as soon as they have a tough problem they may be up the creek. New problems in local drinking water supplies are on the upbeat today. AWWA feels that under the

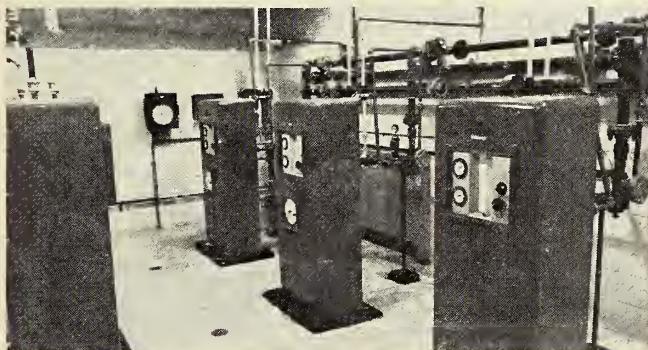
Some Major Treatment Steps to Solve Tap Water Problems at the Hackensack Firm's Haworth, New Jersey, Purification Plant.



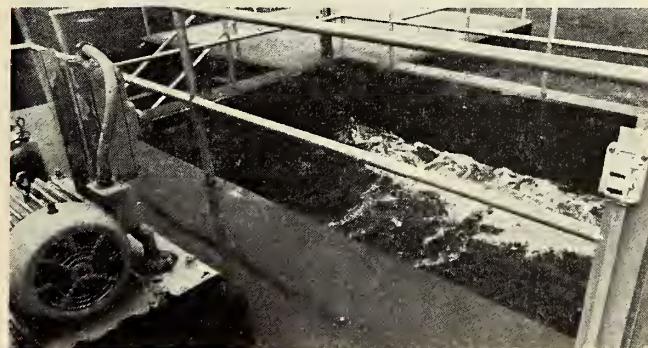
Reservoir water is first aerated by these fountains. This adds dissolved oxygen, makes water more palatable, helps settle out some minerals. Activated carbon, added at this stage, improves the taste, color, odor and clarity.



Chlorine is also added immediately, from these storage room tanks of liquid chlorine. At far end, three tanks on each side are hooked up to automated chlorination setup. Between them, chlorination and filtration of drinking water wiped out cholera, typhoid as major public health menaces.



Liquid chlorine from tanks is converted to chlorine gas and injected into the incoming reservoir water through this gadgetry. Chlorine in the water is constantly monitored.



Flash mixer vigorously stirs alum that has been automatically added to the water. Uniting with alkalinity in the water, alum forms a gelatinous "floc" which physically captures undissolved impurities. (More treatment photos, next page.)

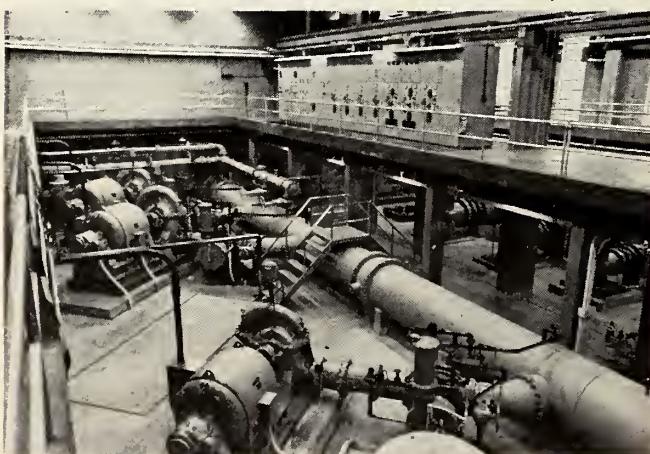
CONTINUED Major Steps in Water Treatment at Hackensack (N.J.) Water Company Plant.



Floc coagulates into larger clusters, aided by slow underwater paddles, in these pools. The heavier masses later sink with their captured impurities and are drained off to sludge holding lagoons. Smaller floc particles remain suspended and accompany water to protected indoor filter beds. (Next photo.)



Part of more than 8,000 square feet of filter beds at the Haworth plant. Ten feet of water rests on 45 inches of sand and gravel. The remaining floc in the water settles on top of the sand, and makes a filter far finer than the sand and gravel itself. Even with time out for "backwashing" collected impurities to sludge lagoons, these beds can turn out 50 million gallons of sparkling tap water every day. The filtered water passes to the floor below, is not again exposed to air. It carries a chlorine residual to keep it safe.



After a shot of sodium hydroxide to correct acidity that could corrode pipes, filtered water is fed under pressure into water mains by the huge pumps shown here. Pumps dimly seen under balcony (right) give the water its first lift from reservoir.

federal enforcement proposal all the waterworks will be subject to a new layer of governmental inspection and enforcement which will plague the devil out of them without actually solving the problem.

AWWA has no proposal of its own to consolidate small waterworks into larger plants. It has no power to do so, while government efforts to set up regional water supplies have often run into a hotbed of local political resistance. The best consolidations have been voluntary. For example, many Illinois communities have paid to tie into Chicago's excellent large system, rather than run little waterworks of their own.

A related question is the large number of city-owned waterworks that are financed out of city budgets. If a waterworks competes with the rest of the city for its funds in the annual political compromises at appropriation time, it may or may not get enough money to keep up to date in water purification. Many cities and towns finance their waterworks out of the city budget. Among them, some treat their waterworks properly, and others take needed funds away from them to satisfy other budget demands.

AWWA feels that, whether a waterworks is privately or municipally owned, it should have its own inviolable funds, based on selling its water at rates that guarantee a good operation. Chicago's system earns its own way. But even the big systems may have trouble living up to standards if local politicians deprive them of the means to do so, by keeping them in competition with other demands on the city budget.

The proposed Safe Drinking Water Bill did not pass Congress in 1972 before it adjourned prior to Election Day, but in some amended form it may well be enacted fairly soon.

The bill would hardly solve the serious problem of the numerous inadequate—or marginally adequate—little waterworks. It probably places too much faith in the magic of federal enforcement to work miracles. But it is widely hailed among professionals as a step in the right direction, and it does provide grants to states which should help them upgrade local waterworks in many ways.

A baffling situation, on which nearly all water experts agree, concerns unsolved problems in delivering good tap water, and huge areas of ignorance that everyone in the field wants to see illuminated.

There are many faces to this aspect of tap water supply.

Some local water sources have been so naturally ornery—especially in mineral content—that big-money research of the government type has long been needed to develop ways to purify them better. We loosely call water that is loaded with minerals "hard water," and water that isn't "soft water." Hard water usually raises hell in the laundry. There are simple ways to get some minerals out of water, while others defy elimination or even detection. There is an enormous list of substances that may occur in tap water supplies naturally—some harmless, some of bad taste, some that corrode or clog pipes and tanks, some that stain, some that are dangerous if present in more than minute quantities, and some of unknown effect on humans. There are at least three broad zones in the United States which are so different in their mineral characteristics that a spokesman for the U.S. Geological Survey told Congress that the same water standards of mineral content couldn't be applied to all of them. Local differences in minerals in raw water sources are even greater.

A remarkable survey has suggested that *some* characteristics of hard water may be better for us than soft water. Without proving what's involved, this study showed a higher incidence of circulatory and heart disease among drinkers of naturally soft water than of hard water. The experts would like to know more about *that*. Some of those minerals may be doing us more good than harm. Which? Or is it something else that makes the difference?

Certain minerals in water cause clearly defined problems. Too much iron can stain sinks and toilets brown, and even laundry. It takes far less manganese to have the same effect.

Since many substances that may get into water naturally (as well as by human pollution) include arsenic and a host of other known poisons, the Public Health Service standards for tap water prohibit more than very small traces of them.

To "prohibit" them means to prevent them from entering the water, or to remove them from it, or to stop using the water. But all three options may sometimes be unrealizable. In some cases, it is so hard to detect some chemicals that the limit has been set at the lowest detectable amount—which might be all right and might not. Possibly, undetectable amounts are undesirable. A more rigid standard could be meaningless, because in some cases if you can't detect a chemical constituent there isn't much else you can do about it. That isn't always true. Some may be eliminated whether detected or not. That's also true of most bacteria and viruses. By proper chlorination and filtration you can probably get rid of most if not all infectious agents in water whether you can detect them or not, and no matter whether it was teeming with them. Many—but not all—purification plants play it that way. They chlorinate to kill everything infectious, and check up by testing for one family of bacteria.

The problem of trace amounts of minerals and elements in water is not made simpler by the growing evidence that we *need* traces of almost all elements for the life process—even those that are poisonous in larger quantities. What are "good" traces? What are "bad" traces? How do you find and dispose of "bad" traces? Much is known and much is unknown in this field. The Safe Drinking Water Bill would set federal research funds to work on the problem, and the proposal is hailed by all hands who are familiar with the complexities of good drinking water.

That is only the beginning. There is more general concern over *unnatural* chemicals and minerals in water than over natural ones.

The number of different, complex, unnatural substances that may reach raw water supplies has been increasing at a rapid rate. They are mostly industrial and agricultural pollutants, but household users also dump some of them down the drain and into the rivers. These chemicals aren't necessarily all bad, but they appear on the scene so fast that nobody has kept up with them. Perhaps 12,000 new, complex, chemical substances have been introduced since back around WW2, and they appear on the scene at a rate of about 500 a year. Some eventually get into surface water or ground water in one way or another. We are all familiar with several that have been pinpointed as problems—pesticides and detergents, for example.

The contrast between the two is a nice

warning not to oversimplify water problems. The pesticides are feared because of their potential to poison life; the detergents because they support life so well that they overload the water with it.

The danger presented by these various substances has probably been needlessly exaggerated in the public mind. Even some expert witnesses have created the illusion that everything that is unknown is probably deadly sooner or later. That is hardly true, or we'd be dying like flies right now. But there's no need to exaggerate it. The technology to detect these substances, to estimate their importance or insignificance to water users, and to deal with them—if need be—simply has not been developed. Even if by far the bulk of them turn out to be totally



Relief map of watershed & service area. Lines, circles and squares (hardly visible here) chart 1,800 miles of mains, storage tanks, booster pumps, purification plants. Area extends from Ramapo in N.Y. at top to Jersey City at bottom, from Passaic River, left, to Hudson, right. George Washington Bridge is near bottom at right. Nearly a million people live here. Watershed is upper part of total area.

harmless, this is not the kind of ignorance we can afford. The Safe Drinking Water Bill would start pouring funds and effort into research on these substances too, and everyone hails the proposal.

Disease organisms are part of the picture. The matter of viruses in water supplies causes the most uneasiness. Viruses in properly treated and protected water have not caused any demonstrated epidemics. In fact, there isn't any clear-cut case of viruses in properly treated and protected water having ever made anyone ill. But the absence of a clear-cut case is not totally comforting.

If we knew more, we might have some clear-cut cases.

Several viruses that can make people seriously or fatally ill are known to be waterborne, and are known to have infected people when water was not properly treated or properly protected—whether by accident, by negligence or through false assumptions.

Nobody knows if some *unexplained* virus disease outbreaks have come from water supplies that were assumed to be safe. Maybe they didn't. Maybe they did. It is suspected that polio virus may be waterborne, while it is thoroughly understood that infectious hepatitis is a virus disease that can be carried in drinking water. The most convincing examples do not come from water that was purified and protected. In fact, a well-known recent case was the one that brought infectious hepatitis to the Holy Cross football team. It was traced to virus contamination of drinking water after it left the purification plant, due to poor protection between the plant and the drinking fountains in the Holy Cross locker room.

It may take far fewer viruses than bacteria to bring on disease. In either case, it is not easy to detect the organisms in the water. You don't just look through a microscope at a drop of water and pronounce judgment. The most usual test for bacteria is to introduce a sample of the water to a sterile "medium" that is rich in stuff the organisms thrive on. If a huge colony of the suspected organisms grows in the culture, that reveals that the water contained the ancestors of the new population.

Such simple tests hardly work for viruses. There is no known "medium," for instance, in which infectious hepatitis can be depended to multiply to detectable quantities. Many possible viruses in water cannot be detected at all by present means, and those that can be isolated call for testing methods that are not 100% reliable, not simple enough to be available to most of our waterworks and not fast enough to be very useful.

This all makes it difficult to tell whether accepted chlorination and filtration practices get rid of *all* viruses.

Water drinkers can be sure that proper chlorination, filtration and protection of tap water guarantees against most viruses. Perhaps 99%. Maybe 100%. General experience with filtered, chlorinated and protected water supplies over many years is by far the best proof of that. Huge populations have drunk it every day of their lives without ill effects. In fact, New York City has long provided good water from the surface with chlorination, but *without* filtration. As a substitute for filtration it impounds vast quantities in distant, protected watersheds and lets it sit and settle

ALL PHOTOS BY R. B. PITKIN

CONTINUED The Purity and Impurity of Our Tap Water

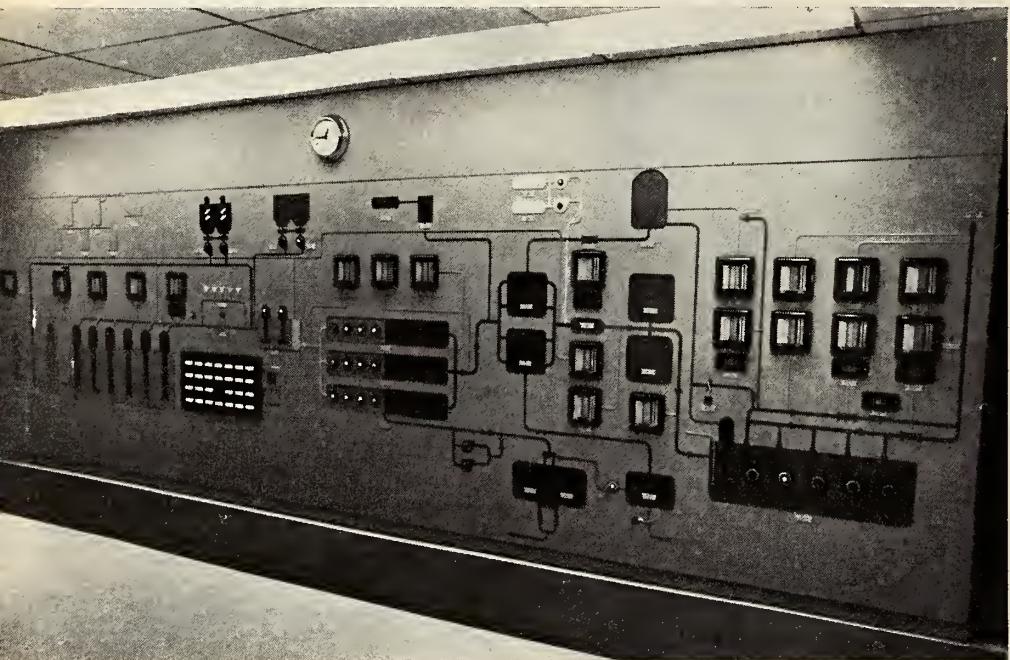
sometimes for years. The day may come when it will have to filter these supplies and rely also on thoroughly treated Hudson River waters from well north of its own filthy harbor.

It may be that the only thing we need do to keep all infectious diseases out of tap water is to make all of our purification plants as good as the best of them, by present standards, and safeguard against accident and negligence. But, particularly with respect to viruses, nobody knows that that is so. There is a great uneasiness about the scope of our

and large, this has worked perfectly well for many ground water supplies in the United States. Ground water is *underground* water—well water—as contrasted with surface water (lakes, ponds, rivers, etc.). Probably all surface water supplied by our public water systems is chlorinated today. (Negligence at the plant—failure to chlorinate—*has* brought on some cases of local water-borne disease.) But many ground water supplies, particularly in the Southwest, have tested out so safely that local systems have simply delivered them to their

coliforms survive so do other bacteria.

Nevertheless, coliforms are so abundant in the human environment that it has also been practical to assume that if there are no coliforms in *untreated* water, there are no harmful other bacteria in it either. Coliforms live in the intestines of mammals, and each human has his own families of them from infancy to old age. They are harmless to us. We, and all mammals, load our environment with these guests of ours. It is a very good assumption that if ground water has no coliform bacteria it is free of *all* infectious agents, for ground water is filtered and treated by nature. If the



Central control panel monitors every stage of the processes in purification plant.

ignorance of waterborne infectious viruses. The Safe Drinking Water Bill would promote more virus research, too.

The big bacterial job has been done here. In the past, cholera, typhoid and other bacterial intestinal afflictions that might be generally lumped together as "dysentery," were disastrous epidemic diseases, many of them fatal to millions around the world. Only a few years ago waterborne cholera was killing a million people in India every five years or less. The typical course of these diseases is to travel from the intestines of victims to sewage to drinking water to infection of those who drink it.

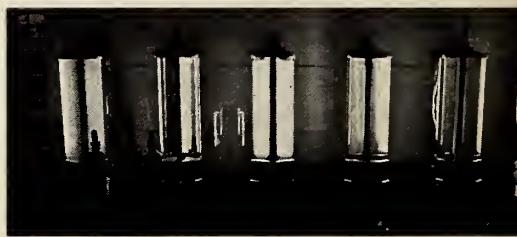
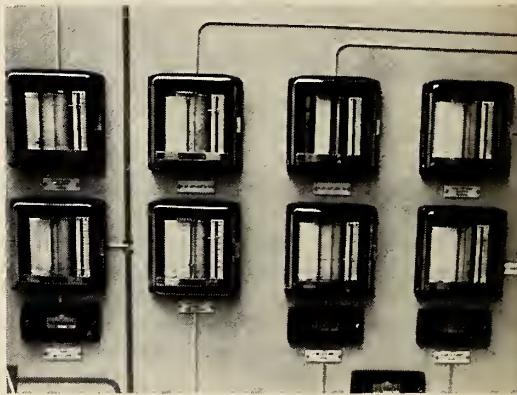
Chlorination and/or filtration of drinking water simply eradicated them as major public health menaces here during the past 75 years.

However, testing has been substituted for treatment in some of our water supply systems, and it has occasionally come a cropper. If the raw water supply was tested for bacterial content, and was found safe, then money was saved by pumping it into the mains untreated. By

customers without treatment. And without any problems, year in and year out. This helps explain why we have so many dinky waterworks in the country. There's still enough water around that is so good that it doesn't take much more than a pump, some tanks and pipes and a couple of test kits to get it to local taps.

But problems arise which question both the procedure of delivering safely tested water without treatment, and the rather interesting testing method, too.

The way water is tested for bacteria is by a peculiar shotgun approach. It is common to test it for a single family of bacteria, known as the *coliform* family. If they are present, it is assumed that other bacteria are present, too. If they are absent, it is assumed that other bacteria are absent, too. These assumptions have worked very well indeed. But probably the most foolproof assumption based on such tests is that *after water has been chlorinated* it is free of all bacteria if it is free of the coliforms. The workable assumption is that what killed the coliforms killed all, and if the



Top, enlarged view of right-hand section of control panel (pic at left). Continuous charts make permanent inked record of factors monitored. Bottom, visible samples of water clarity at various stages.

coliforms couldn't survive nature's treatment, neither could others. But . . .

Riverside, Calif., draws its tap water from several sources, one of which is from wells on its north side. This water always proved safe in the coliform test, and was for years safely delivered to residents without chlorination. In 1965, a serious salmonella epidemic broke out. It killed several people and made hundreds ill. The first place to look for a source of salmonella is in commercial foods. But a hasty mapping of the epidemic satisfied investigators (without absolutely proving it) that the disease had come from the north side wells or the piping system between the wells and faucets. Tests of water samples then produced a few specimens of the infectious agent in the suspected source. Emergency chlorination of the water was begun and the epidemic ground to a halt.

The Riverside epidemic shook everybody in water supply and public health. If the Safe Drinking Water Act passes and a federal agency sets mandatory national drinking water standards, it's a fair bet that it will require *all* public water to be chlorinated, even though the coliform test is probably right 99.999999% of the time. This would be an added expense to many of the smaller plants that have made out all right with untreated water. Some of the tinier ones may need aid or loans for training and equipment.

Some of the research funds in the bill would probably go toward seeking improvements in the bacterial testing of water, too. It isn't carelessness that has led waterworks to depend on the coliform test as the test for all infectious matter. Not only has it worked very well, but testing for *all* infectious bacteria would be onerous, expensive, slow and to top that—impossible at present.

According to some Congressional testimony, the coliform test may not be as good as it was in the past, and will be even less reliable in the future. This view (though hardly shared by all) is that so much sewage is being chlorinated, and so much more will be under anti-pollution drives, that the best source of coliforms may be reduced in many waters. If coliforms are largely killed off selectively in sewage treatment, they might become less an index of the total bacterial content of the water from sources other than sewage. There might be more cases like Riverside, where the absence of coliforms did not seem to be a reliable enough index of the absence of other organisms. (It should be noted that nobody *really* knows what happened at Riverside. That the epidemic was water-borne from the local source is just a good, educated guess.)

There is no reliable way to test for streptococci in water. No two labs will necessarily get the same result while using the best current tests on the same water. Better tests are needed, especially if the reliability of the coliform test really does decline.

Small wonder the research and state aid proposals in the Safe Drinking Water Bill drew praise from nearly all interested parties at extensive hearings on it. About the only thing in the bill that was resisted was the provision for local enforcement of federal standards by federal authorities. As we've noted, this came from the waterworks people—and also from a few Congressmen—who thought that federal enforcement might be duplicative, onerous and costly, yet hardly an improvement on state enforcement so long as a major problem is the sheer inability of many plants to comply with the letter of standards.

The AWWA has another complaint. Except for the federal enforcement fea-

ture, it doesn't think that the Safe Drinking Water Bill goes far enough—that more of the effort and money directed toward stopping pollution should be steered instead to the main objectives of the Safe Drinking Water Bill.

This is a question of priorities, since AWWA is all for anti-pollution, too. Its basic position is that drinking water should play number one to anti-pollution's number two, while the public and

Nixon had proposed a \$6 billion anti-pollution bill for the first three years (still far more than is in the Safe Drinking Water Bill) and he held that the \$24 billion tab was inflationary and perhaps visionary. He vetoed the anti-pollution bill and Congress passed it over his veto. So right now we have a national law calling for a total cleanup of our waters (in terms of ending all pollution of them) by 1985, with a federal au-



Top, testing lab of Hackensack firm constantly checks out treatment results and water samples from streams, reservoirs, treatment stages and local faucets. Bottom, a typical lab report. This summarizes water treatment results for July 1972, of the firm's subsidiary, the Spring Valley Water Co., of Spring Valley, N.Y.

the politicians are playing it the other way around.

The reader will recall that just before Election Day the Congress passed a bill aimed at stopping all pollution of navigable waters and most pollution of all other waters by 1985. The tab for the first three years is over \$24 billion—a vastly bigger effort than is proposed in the Safe Drinking Water Bill. President

thorization of \$24 billion to be spent in the first three years.

AWWA joins some others in believing that no matter the federal threats, the fines, the shutdowns and the massive assistance in dollars, the job of ending all water pollution by 1985 is simply impossible. It will take much longer. Since the purity of the water you drink counts

(Continued on page 46)

How They Carried the Mail West

An account of the 20-year saga of overland mail, from gold rush days to the coming of rails.

By LYNWOOD MARK RHODES

I SUPPOSE we all tend to think that "Pony Express" just about sums up how we got mail from Missouri to the Pacific before the opening of the transcontinental railroad. It's a pity we do, for the Pony Express was only an inspiring 18-month climax to a fascinating 20-year saga of western overland mail between 1849 and 1869.

Until the California gold rush of 1849, getting a letter from the Missouri to the West Coast was chiefly a matter of luck. (Some Americans facetiously claim it still is. Just last November, James H. Boren set out to prove that he could take the mail from Philadelphia to Washington on a pony faster than the 1972 mail service—and he did. But that's not part of our story.)

The U.S. mail went as far as Independence and St. Joseph, Mo., in the 1840's. There it might sit for months until some traveler volunteered to take it the rest of the way. There was a semi-monthly mail service from New York to San Francisco—by sea most of the way—that took a month. It was hauled by canoe and mule across the Isthmus of Panama, and the letter rate was 80¢ an ounce back when 80¢ was a considerable piece of cash.

However, there were few Americans in California to complain—until the gold-rushers poured into California by the thousands. They were all sorts, and didn't have much in common—except that every blessed one of them wanted word from home. By the end of 1849 there were about 105,000 Easterners in California, with more streaming in all the time. Since President Polk's time, California had been part of the United States. By George, these Americans were entitled to the services of the United States mails—and they said so.

The editor of *Alta California*, San Francisco's leading newspaper, said it with 16 well-chosen words: "The Post Office, as far as California is concerned, is a humbug and worse than useless." He demanded a subsidized overland mail service to compete with the ocean-going one. Scarcely a letter or newspaper reached the East that did not mention the same idea.

Congressmen listened to the complaints, looked at the map and shuddered. The trail from Missouri to California was a 2,300-mile stretch of trouble—windswept plains, sun-scorched deserts, sky-high mountains and few settlements. Not even foolhardy optimists should bid for the privilege of taking the mail over something as wretched as that. Yet, that's



CULVER PHOTOS



A stagecoach similar to those used by the Butterfield Overland Mail Company a century ago.



Pony Express rider being chased by Indians in California in 1860. (Painting by Frederic Remington.)

exactly what foolhardy optimists did when Congress let the first contracts in 1850.

Col. Samuel H. Woodson, of Missouri, agreed to haul the mail monthly between Independence, Mo., and Salt Lake City for \$19,500 a year, using mule-drawn wagons on a route along the Oregon Trail through South Pass in Wyoming, then south via Ft. Bridger.

From Salt Lake, two other contractors—George Chorpenning and Absalom Woodward—offered to muleback the mail on to California once a month by way of Carson City, Nev., a distance of about 900 miles, for \$14,000 yearly. Together, these hardy souls made it possible for the first time to send letters overland from coast to coast. But rarely have three men ever bought a bigger can of worms.

On Chorpenning's very first trip east

from California in May of 1851, he and his men had to pound down the snow in the Sierras with wooden mauls before the mules could move on. Indians scalped Woodward six months later, on the Malad River in northern Utah. In February 1852, the mules froze to death in the mountains and the floundering party “with the mail on their own backs” took until April to make Salt Lake City on foot. An employee named John S. Thompson was better prepared when the mules died on him in the winter of 1854. He switched to snowshoes and shoudered 100 lbs. of the “jackass mail” to Carson City, a feat for which he was ever afterwards called “Snowshoe Thompson.”

Woodson and his men fared little better on the 1,400-mile Salt Lake-Missouri run. Two-thirds of it was over plains, the rest over mountains. Mud and

flash floods were common in summer, blizzards and sub-zero cold in winter. To keep schedule, the wagons had to make 47 miles a day, an impossibility even in good weather unless fresh relays of mules were stationed along the way—which they weren’t. The upshot was that when the mail did get through, the mules were so exhausted or broken down that they often could not make the return trip.

Whatever the season, there was always the danger of mules wandering off at night or Indians stealing them. Then the drivers either had to drag the mail to its destination, or stash it away somewhere along the trail. They obviously preferred to stash it, for the *Deseret News* in Salt Lake groused in June 1853 that “24 bags of mail have been cached en route during the past eight months.” This so pceved Brigham Young, then governor of Utah Territory, that he wrote his delegate in

CONTINUED How They Carried The Mail West

Congress: "So little confidence have we in the present mail arrangement that we feel considerable dubiety of your receiving this or any other communication from us."

Nor were Californians any happier. Under the best of conditions, mail to and from Missouri took about two months. In winter, mail bags piled up high on both sides of the Rockies until spring. In 1856, some 75,000 irate Californians signed a petition demanding better service. They bound the petition into "two large, splendid volumes" and sent it to Congress—by ship.

That flare of temper helped bring the hopelessly inadequate situation to a head.

On March 3, 1857, Congress authorized Postmaster General Aaron V. Brown to receive bids for a mail service by horse-drawn passenger coaches between the Mississippi River and San Francisco. The annual subsidy was flexible—from \$300,000 for semi-monthly service to \$600,000 for semi-weekly. A bidder could propose any route he wished, as long as he started service within a year after signing the contract and completed each trip in 25 days or less.

However, Postmaster General Brown was allowed to judge if the route chosen would be satisfactory. He was a Virginian, and just at this time South and North were interested in having all routes west set up to serve their sectional interests best. It was part of the rivalry to populate the new territories so as to make them slave or free. Northerners wanted the Wyoming-Utah route. Southerners one via El Paso and Yuma.

Among nine bids, the route proposed by the Butterfield Overland Mail Co., headed by John Butterfield of New York, suited the Postmaster General best. For \$600,000 a year, Butterfield guaranteed semi-weekly San Francisco-St. Louis service over the Santa Fe trail, via Albuquerque thence west to San Francisco. And Butterfield would make changes to please the Postmaster General. It pleased him to have Butterfield run coaches also from Memphis to connect with the St. Louis run at Ft. Smith, Ark., and from there cut down into West Texas and make San Francisco by way of El Paso and Los Angeles. Butterfield signed on the dotted line, Sept. 15, 1857, and the six-year contract was his.

"One of the greatest swindles ever perpetrated upon the country by the slaveholders," thundered the *Chicago Tribune*. The *New York Press* said the route looked like the meandering of a river that avoided every population center while wandering "from no place through nothing to nowhere." In California, the *Sacramento Union*, summing up feelings in that bypassed city, blasted it as "a foul wrong, a Panama route by land."

Brown stood his ground. "There was no other all-the-year route between the Mississippi and the Pacific than the one chosen by the department," he stated simply, pointing to the repeated past failures over the central route. Weatherwise, he was right. The new route—designated as No. 12,578—rarely had heavy snow in the winter, but little else could honestly be claimed for it.

More than 80% of it lay through an almost trackless wilderness. The only town between El Paso and Los Angeles was Tucson, and it "probably had less than a score of inhabitants who could read and write English," according to one critic. Even El Paso was on the Mexican side of the Rio Grande at the time. The western two-thirds of the route was arid Comanche and Apache Indian territory.

But the decision was made and only Butterfield could change it by defaulting on his contract. There probably was no man in America better able to prove the Postmaster General correct than this 56-year-old New Yorker from Albany. Tall, broad-shouldered, with a square face and a massive frame, he founded the American Express Co. in 1850 with Henry Wells of Auburn, N.Y., and William G. Fargo of Pompey Hill, near Syracuse. It soon became one of the wealthiest firms in the country. Two years later, the trio set up an operation in San Francisco—Wells Fargo and Co. From the day the office opened, it was claimed that "hardly an ounce of gold left California except in a Wells Fargo treasure chest, hardly a package or letter was delivered to a mining camp except by a well-armed

guard of that company." Shrewd as he was rich, Butterfield played his role as one of the nation's leading expressmen to the hilt, always appearing "impeccably clad in frock coat, pantaloons tucked into high leather boots, a yellow duster, and a flat-crowned 'wide-awake' hat."

He needed all the experience he had to fulfill his mail contract on time. The first 160 miles of the Santa Fe route—St. Louis to Tipton, Mo.—were no problem. Mail could be railroaded as far as Tipton. Between Tipton and Ft. Smith, Ark., were roads where relay posts could be established at towns and settlements approximately 15 miles apart. Past Ft. Smith, little more than a dim set of wheel ruts wandered into the distance.

Butterfield promptly hired crews of experienced plainsmen to dig wells, bridge streams, cut down slopes approaching fords, remove boulders. Our present Interstate highway system was hardly as enterprising for its time. In eight months, a makeshift road stretched from Ft. Smith to Colbert's Ferry on the Red River, across Texas through Sherman and Ft. Chadbourne to Franklin opposite El Paso on the Rio Grande, and on to Ft. Yuma via Ft. Fillmore, Apache Pass, Dragoon Springs, Tucson, Maricopa Wells, Murderer's Grave and Flapjack Ranch, all of them tiny outposts in New Mexico and Arizona.

From Ft. Yuma, Butterfield followed the old Gila Trail—which freight caravans regularly used to haul Army supplies—as far as Mexicali. Then the route turned northward into the Colorado Desert, emerged in the San Felipe Valley, skirted the base of Mt. Palomar and followed what is now California Highway

REPRODUCTION OF PONY EXPRESS ILLUSTRATION COURTESY OF KAYWOODIE BRIAR PIPES



The handwriting on the wall. When the telegraph lines finally joined at Salt Lake in 1861, the Pony Express died, aged 18 months.



At a Pony Express way station, a rider changes horses and, with mail bags in place, continues the grueling ride west.

71 to Pomona and into Los Angeles. Grading crews blasted a road through the Tchachapi Mts. and other work gangs smoothed the way on to Visalia. There, the road took a more westerly course to Fresno City (30 miles west of present Fresno) and crossed the rugged Pacheco Pass to Gilroy, where it picked up the well-traveled El Camino Real (Royal Road) through San Jose and along the shore of the bay to San Francisco.

As laid down, it was the biggest blooming stagecoach run in the nation—2,635 miles long—exclusive of the rail run from St. Louis to Tipton.

Butterfield was equally busy building 200 "stations" scattered at intervals ranging from eight to 25 miles apart along the route. Those on the prairies were of sod, logs or stone. Workmen used adobe bricks for the desert stations, and enclosed the corrals with walls six to eight feet high to protect the stock from Indian raids. "Home stations" had accommodations for passengers, served meals and housed a stationmaster, herdsmen, harness makers and blacksmiths. The others were "swing stations" where

two or three men kept fresh relays of horses ready for the flying coaches. And fly they must. The time schedule called for round-the-clock travel at the average rate of 4½ miles per hour, with only ten minutes allowed for switching teams.

The preparations gathered momentum through the summer of 1858, as Butterfield distributed 1,000 horses, 500 mules and 800 sets of harness along the route. Most of the horses were mustangs, "wild as deer and as active as antelope." All were shod and branded O.M. (Overland Mail). He also placed freight wagons and tankers at strategic locations to supply food, hay and water to the isolated stations, some of which were in country so barren that—as one stationmaster put it—"the grasshoppers have even perished from want of sustenance."

Butterfield bought two types of coaches.

The rugged, nine-passenger "Celebrity," used on the long, rough haul between Ft. Smith and Los Angeles, was lightweight but built low to the ground. Manufactured in Troy, N.Y., it had a frame top structure covered with duck cloth, and three seats inside "which could

be turned down to form a bed at night" if passengers took turns sleeping. Curtains of leather and heavy duck hung at the windows as protection from rain and cold. As practical as it was sturdy, the "Celebrity" performed its job well. But the "Concord" coaches used on the better roads at either end of the line were the real beauties.

They were made in Concord, N.H., by the Abbott-Downing Co. Weighing in at 3,000 lbs. with a capacity of about two tons, a Concord carried six to nine passengers inside, "an unlimited number on top" and was one of the most elegant vehicles ever produced in America.

Flawless, straight-grained white ash, oak, elm and prime basswood, "seasoned for at least three years and sun-dried in every direction until any tendency to warp had been completely worked out," went into fashioning the curved panels of the oval-shaped cab. The finest Norwegian iron reinforced its understructure. Perfectly balanced wooden wheels, if kept properly painted, were impervious to water, drought, extreme heat and 50-below-zero cold.

The price of Yankee persnicketyness

CONTINUED How They Carried The Mail West

came high—\$1,500 each. But the finished product, which Butterfield painted red, green or canary yellow, was "as tidy and graceful as a lady, as inspiring to the stagefaring man as a ship to a sailor, and, like the lady and the ship, had scarcely a straight line in its body," according to an old-timer who drove one for many years. Yet, for all its beauty, the Concord was built to take a beating, too.

The body was swung on leather straps called thoroughbraces, rather than on iron springs. This arrangement let the cab rock back and forth, and absorb shocks far better as the coach barreled along over rough roads. The wheels, exactly 5' 1" high in the rear, 3' 10" in front, were capped with broad iron tires and set wide enough apart—5' 2"—so that the coach could take sharp curves at high speed without tipping over. Everything was so tightly joined together that no bolts or screws were needed. Hammering and prying were required to tear anything loose. On one run, when horses slipped on a narrow ledge road in a California canyon, a Concord rolled end over end to a riverbed 100 feet below—and landed with wheels intact and only a few scratches on the sides of the cab. (The fate of the passengers, if any, isn't known.) Another Concord was hauled out of the ocean after being submerged for 30 days and placed directly into service. It ran for 50 years.

"You can't bust 'em and it takes a sledge hammer to dent 'em," a driver vowed, marveling at these durable masterpieces from New England that revolutionized delivery of the overland mail.

Between coaches, construction, horses and crews, preliminary expenses amounted to nearly \$1 million when Butterfield made a personal inspection of the route in midsummer. The payroll alone listed over 1,000 employees, ranging from drivers and stationmasters to veterinarians and wheelwrights. Of the 200 stations planned, 139 were completed and stocked. He visited each one and gave the men their final instructions. At every meeting, not surprisingly, his last words were: "Remember, boys, nothing on God's earth must stop the United States mail!"

Precisely at 1 a.m. on Sept. 15, 1858, the last day of Butterfield's year of grace to get going, his first overland stagecoach left San Francisco for the East. "Think of that," crowed the *Alta California*. "A semi-weekly coach is now a fixed fact with us and no longer a coveted project." The paper left no record of the amount of mail carried, but eight passengers were aboard—plus the driver and the conductor or messenger. It was the conductor's job to sound a bugle two or three miles from each station so that

everything would be in readiness for the quick switch of teams. He had absolute charge of the mail, rode a stretch of about 200 miles, and handed the sacks to the next conductor only after getting a detailed receipt.

The eastbound stage was almost 150 miles out when, on the sparkling clear morning of September 16th, a utility wagon left the St. Louis Post Office with "two diminutive bags of mail." Butterfield grabbed them at the rail depot and jumped aboard the Pacific Railroad's flyer as it pulled away for Tipton at 8 a.m. The fireman had trouble keeping up a full head of steam in the wood-burning engine, and it was 6:01 that evening when the train reached Tipton.

Nine minutes later, the mail sacks, Butterfield and one passenger—Waterman Ormsby of the *New York Herald*—

CULVER PHOTOS



John Butterfield, originator of the Overland Mail Company, 1857.

had transferred to a new, brightly painted Concord stagecoach with "Overland Mail Company" lettered above the doors in gold leaf. The driver, young John Butterfield, Jr., cracked his whip, the six horses leaped forward, and, as someone in the crowd yelled "Goodbye, John," the first westbound stage swept away toward the setting sun.

It reached Ft. Smith at 2:05 on Sunday morning, September 19th, some 25 hours and 25 minutes ahead of schedule. That was a stroke of luck, for the Memphis mail had arrived just 15 minutes before. Even at that early hour, "we found the town in a great state of excitement," Ormsby later wrote. "Horns were blown, houses were lit up, and people flocked to have a peep at the first mail bags." The elder Butterfield left the stage here, and newsman Ormsby was the lone passenger left to describe the rest of the trip.

Out across the Choctaw Indian reservation he rumbled, now riding in a lightweight Celebrity coach, over "the worst road God ever built," although "three days' steady riding without sleep helped me in getting used to it." Stations be-

came farther apart or were not yet built as the stage rocked across Texas. At some, there were no fresh horses and the driver had to force his tired animals on for 100 miles or more. At others, "wild mules which had just been broken," served as substitutes, "care being taken to avoid their teeth and heels" in hitching them up. The delays proved so costly that the stage reached Guadalupe Peak in far West Texas (now part of a new National Park) nearly 42 hours behind schedule. But as it jostled on toward El Paso, Ormsby saw a spark of light in the canyon ahead—the eastbound stage from San Francisco. A brief stop, a short exchange of well-wishes, and they were off again.

Stations were well-stocked beyond El Paso. Good teams "of California horses spun the wagon over the ground at a rate which was quite new to me," he admitted, as the stage regained lost time on the flat lands of New Mexico and Arizona, and along the fertile fields of Southern California. At Los Angeles, on October 7, the mail was 22 hours, 40 minutes late—but there were 33 relay posts along the 462 remaining miles to San Francisco, each one stocked with Concord coaches and the best horses on the line.

It was nearly midnight on October 8 when the stage pulled into Visalia. The entire population of "about 500" turned out, but "lacking fireworks, placed one anvil atop another with gunpowder between and exploded it" to celebrate arrival of the mail pouches—still 12 hours behind schedule. The driver decided to use his whip rather than his brakes as he approached Pacheco Pass. "It's best to keep the wheels rolling, or they'll slide," he explained matter-of-factly. "Round the corner, Sally!" he shouted, scattering loose stone, grazing the rocks, as he skimmed through the 12-mile pass in an hour and five minutes. The 20 miles on to Gilroy took two hours flat.

"Never did the night traveler approach a distant light, or the lonely mariner descry a sail, with more joy than I did," Ormsby confessed as he spotted the hills of San Francisco just at sunrise on Sunday morning, October 10. "Soon we struck the pavements and, with a whip, crack and bound, shot through the streets, rounded the corners, until finally we drew up at the stage office in front of the Plaza." It was half-past seven when they got to the post office door, "our driver giving a shrill blast of his horn, howling and shouting for someone to come and take the overland mail." It had taken 23 days, 23 hours, and 30 minutes from the time when Butterfield first accepted the bags at St. Louis. That beat the contract allowance of 25 days.

The eastbound stage had reached Tipton the day before, on October 9. At 9:05 that morning, the mail was shifted to the railway cars and arrived at St.

Louis in the afternoon at 4:45. Just in time, it turned out, for the run had taken 24 days and 18 hours. That was cutting it pretty close, but the cheering crowds didn't care. The St. Louis Silver Band escorted the driver and passengers to the Planters Hotel, toasts were drunk, and an elated Butterfield read the telegram delivered moments before from President Buchanan in Washington: "I congratulate you upon the result. It is a glorious triumph for civilization and the Union."

The celebration in San Francisco was just as spectacular. Cannon and brass bands boomed. Flags draped the Plaza

sections of the route. Indians sometimes attacked the coaches, especially in New Mexico and Arizona. This made for a breathtaking chase as passengers cowered on the floor and the driver outraced the Indians to the next station—successfully more often than not. Such attacks were less frequent than generally believed, since Butterfield always made it a practice to hire friendly Indians as station-masters, or frontiersmen who were friendly with the Indians along the route. Holdups never occurred, for it was a well-publicized fact that the company's stages did not carry gold or silver shipments under any circumstances.

in. "An indefinite number" always clambered up on the roof, causing an English observer to conclude that "an American vehicle is never full. there always being room for one more." Then the driver mounted his box, gathered up his "ribbons" (reins), and shouted "Turn 'em loose!" That's when the misery started.

There were three rows of seats, each row holding three passengers. The front and back rows were padded with russet leather cushions and faced each other, but "if three occupants were also deeply padded, they soon become close traveling companions," one man noted. There were

ILLUSTRATION FROM PONY EXPRESS BY LEE JENSEN—ILLUSTRATED BY NICHOLAS EGGENHOFER © 1955 BY A. L. JENSEN © GROSSETT DUNLAP INC.



A California city sees its first Pony Express rider. The citizens made the most of the event, with music and torchlight parade.

from end to end. A whistling, hollering horde of happy Californians carried the last-lap driver, "proud as Louis Napoleon at the fetes at Cherbourg and displaying all the dignity of a field marshal," to a mass meeting in the jam-packed Music Hall.

"A new epoch," headlined the *San Francisco Bulletin*, "The greatest blessing that could befall California," boasted Col. J. B. Crocker, chairman of the celebration committee. When asked for his comments about the journey at a banquet that evening, a badly worn Ormsby perked up a bit and truthfully said, "Had I not just come over the route, I would be perfectly willing to go back over it." Once was enough, though. He returned to New York by steamer.

After the hullabaloo ended, the Butterfield Overland Mail settled down to keeping the schedule—twice a week. Each Monday and Thursday, six-horse coaches left Tipton and San Francisco, regularly making the trip in 21 to 23 days. Mules continued to be used over sandy

The myth that the stagecoaches were forever being attacked by Indians was helped along by Mark Twain, when he wrote that Indians caused more than one passenger to "come as near as anything to starving to death in the midst of abundance, because they kept him so leaky with bullet holes that he couldn't hold his vittles."

The actuality was an enviable safety record. By 1860, more letters were sent over the Butterfield route than by ocean steamers, and even in England sealed letter-bags for San Francisco were made up regularly to go overland between the dates of sailing of the Panama ships. But if the mail arrived in good shape, the same couldn't be said for the passengers. Hollywood to the contrary, no one ever stepped out of a stagecoach with every hair in place and clothes uncrumpled.

Each journey began with the mail and luggage stowed in the canvas-covered "boots" at the back of the coach or under the driver's seat, and in case of overflow, on the floor. Next, the passengers piled

barely 15 inches of seat space apiece. The middle row was a three-section bench bolted to the floor, with a backrest of wide leather straps suspended from the ceiling. The shoulders of late-comers who took these places were nearly cut in two after several days of traveling. They did have a bit more legroom—unless one of them faced a long-legged traveler on the front seat. Then they had to interlock knees.

Hour after hour, day and night, the coach clattered over the rocky roads, throwing passengers against each other and choking them in clouds of dust. The round-the-clock bumping was described thusly by one traveler: "Three in a row, we would solemnly rise from our seats, bump our heads against the low roof, and, returning, vigorously ram the again-rising seat we had incontinently left. Your friends on the front seat get their legs tangled and twisted up with yours, or you get yours twisted and tangled up with theirs." Another man told of being

(Continued on page 53)

WASHINGTON
PRO & CON



SHOULD THE PRESIDENT HAVE TO ACHIEVE A 1973

THERE IS NO more important measure that Congress could enact to stem the rising tide of expenditure than to grant the President a spending ceiling with temporary authority—fiscal year 1973—to determine where the reductions are to be made. It is important to realize that this does not grant an item veto since appropriations are not cancelled. Instead, some expenditures are postponed for one year.

Government expenditures have continued to skyrocket. From 1968 to 1969 expenditures rose by nearly \$6 billion, from 1969 to 1970 by \$12 billion, from 1970 to 1971 by nearly \$15 billion and from 1971 to 1972 by more than \$20 billion. Even with a \$250 billion spending ceiling, expenditures would still increase by 18%. Thus, the issue is not whether we wish to allow further federal expenditures—clearly they must increase to some extent—but rather whether we wish to allow expenditures to continue to rise in an uncontrolled manner. The alarming aspect of this runaway spending is that it is occurring while the economy still has substantial unemployment. Economic indicators are showing signs of excessive inflationary pressures, even under the new wage and price controls.

Marked increases in wholesale prices, accumulations of inventories, outstanding credit and interest rates underscore the severity of our problem and the need for a spending restraint. And this need is heightened by the fact that renewed inflationary pressures cannot be restricted to our domestic economy. Our trade deficit and overall balance of payments continue to worsen. Continued inflation will increase our production prices relative to the prices of imported articles and make us less competitive abroad. It could completely offset the expected gains by readjustment of international exchange rates vis-à-vis the dollar under the Smithsonian Agreement of last December.

"YES"



Rep. Wilbur D. Mills
(D-Ark.)
2nd District



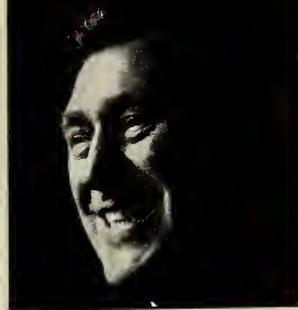
We all want Congressional control over spending, but the Congress having adjourned, we cannot ourselves make the cuts now needed to limit expenditures to \$250 billion this year. For this year alone we must depend upon the President to do it. For the future, we must provide a procedure, or mechanism, so that Congress can decide on an expenditure ceiling, and expenditure priorities under it.

Since the time of Jefferson, Presidents have reserved on the expenditure of funds. The President is not going to use authority to hold back spending indiscriminately and he certainly will not use this authority in such a way as to endanger his party's chances to win after the next four years. If we want to stop runaway expenditures, we must not only provide a spending ceiling but also give the President enough leeway in determining which expenditures can be reserved, so he can do the job. That is our only alternative.

If you wish to let your Congressman or one of your Senators know how you feel on this

UNLIMITED AUTHORITY SPENDING CEILING OF \$250 BILLION?

"NO"



Rep. Charles A. Vanik
(D-Ohio)
22nd District

CONGRESSIONAL approval of legislation which gives the President item veto power along with a spending ceiling would be an abdication of one of the few powers remaining to Congress—to establish priorities and limit expenditures.

Our founding fathers, distrustful of concentration of power, carefully separated Constitutional responsibility.

Only Congress can formulate and authorize expenditures; only the President can ratify the appropriation program or veto the program in its entirety. This separation of powers is the very core of our tri-branched government.

An item veto would give the President carte blanche to disapprove selectively individual items in an appropriations bill, and thereby, by himself decide the nation's course.

Already Congress has become the weakest link of our tripartite system. The Court tells us how and what we should legislate, while the President already has all the power he needs to control expenditures by "freezing" billions of dollars in federal programs. Is Congress also to surrender the power to cut individual items, such as social security or veterans benefits?

There is merit to setting an expenditure ceiling, which should be applied proportionately to all appropriations. Such a ceiling should be adopted early in the session—with recognition of the Congressional responsibility to do so.

When the President gets item veto power, Members of Congress will find themselves marching to the White House to plead for needed programs for their communities. Each of these requests will be a mortgage on the independence and freedom of the individual Member.

The President can make a geographical or preferential selection. He can spend U.S. funds as it serves his interests, rather than the national interest—as determined by Congress.

Controlling federal expenditures within the debt ceiling will have little effect unless it is accompanied by control on federal borrowing outside the debt. For 1972, federal borrowing outside the debt will total \$28.2 billion. By the end of fiscal 1973, the total amount of federal borrowing outside the debt will reach the staggering figure of \$224.5 billion. Federal borrowing along with federal spending combine to create the full or real debt, and to fuel the inflationary spiral.

Each year, Congress painstakingly evaluates Presidential budgets to insure programs which respond to the nation. It has been Congress which has cut extravagant requests. It is Congress, with its fresh mandate from the people, which can act, and adopt an appropriate control of spending.

Charles A. Vanik



I have read in The American Legion Magazine for January the arguments in PRO & CON: Should The President Have Unlimited Authority To Achieve A 1973 Spending Ceiling Of \$250 Billion?

IN MY OPINION THE ANSWER TO THIS QUESTION IS:
YES NO

SIGNED _____

ADDRESS _____

TOWN _____ STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

issue, fill out the "ballot" and mail it to him. ↗

THESE DAYS, as you can tell by looking at the ads, you are offered a bewildering assortment of automobile tires—in both construction and material. Several types seem to have the fantastic ability to run over upended railway spikes, zoom the length of the rugged Baja at top speed, corner better, skid less, wear better, steer better, ride better, brake better, run cooler and lord knows what else. Not all of these claims are true of the same tires, but many of them are.

A tire, basically, has rubber tread on the outside to take the surface wear and grip the road, and layers of molded cord (plies) underneath as the form-holding, strength-giving foundation.

Today's tire ads throw at you a bewildering assortment of choices for you to select from in buying anything that seems so fundamentally simple. There are, indeed, quite a few choices which bear on your selection of a tire, if you want to be particular. And some of them are important, depending on your car, how you use it, how long you expect to keep it and what you ought to spend, all things considered.

Fortunately, the maze of offerings can be reduced to some sense by a little classifying.

There are *four* essential areas (outside of cost) in which to make basic choices.

- 1) *Tire structure.*
- 2) *Cord material.*
- 3) *Width*
- 4) *Strength.*

When you buy a new tire, a choice will be made in each category. You will make it, or the man who sells you the tire will make it for you.

The choices in each category will be about as follows for new tires on passenger cars.

Tire structure. The tire you end up with will be one of *three* structural types—an old-fashioned *bias* tire, or one of two newer "belted" types: a *belted bias* or a *radial*. They are named here in rising order of cost and all around performance. Their differences, as you'll see, are an essential part of recent tire history.

Cord material. The underlying cords that make up the body of the tire will be one of *three* materials—rayon, nylon or polyester. If the tire is "belted," the belts over the body cords will be rayon, fiberglass or steel wire.

Width. "Fatness" would express this better, since tires of the same width could be skinny on a Cadillac and fat on a Volkswagen. There are no more than *four* available widths for any one passenger car tire size. The widest is only for extremely sporty cars and the narrowest—while still with us—is slowly

A Short Guide to Modern Auto Tires

Steel belted, fiberglass, wide-wide, rayon, nylon, polyester, load range . . . What's it all about?

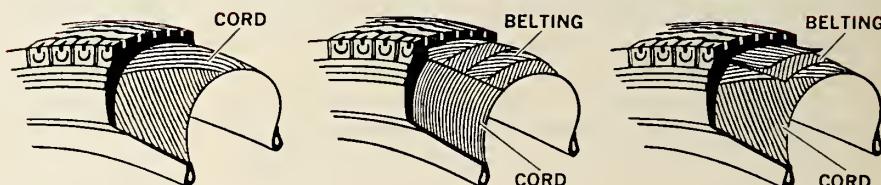
being phased out. The width is expressed or implied in the designations of tire sizes that you can use on your car, which you'll find in your car owner's manual. Almost all cars can accommodate a choice of two or three widths. We'll take them up in detail later. But the two commonest width choices are between tires with a "78" in their size code and wider ones with a "70" in their size code.

Strength. Tires can differ in their rated load carrying capacity in *two* ways. (a) How much air pressure they can safely hold. Tires of the same size can carry

in your car owner's manual, as you'll see. So it's usually no difficult choice.

You have *no* choice of inside tire diameter. You must buy the one that fits your wheels. Most wheels are of 13, 14 or 15 inch diameter, and that's always indicated by the last two digits of the tire size. A 6.95-14 tire fits a 14-inch wheel. The 14 at the end says so. (The 6.95 is a width expressed in one of several ways to indicate the width.) If your car takes 14's, only 14's will fit it and your choice of all other things will be limited to what's available in 14's.

THE THREE BASIC TIRE DESIGNS



CONVENTIONAL BIAS-PLY

Layers of cord (plies) cross the tire on a diagonal angle to its direction of travel. A two-ply tire has two layers of cord, a four-ply has four layers.

RADIAL-BELTED

Layers of cord (plies) run from side to side at right angles to the tread. Over cords are layers of belting that run around the tire and in turn are covered by the tire's treads.

BIAS-PLY BELTED

Combines the diagonal layers of cord of the bias-ply tire with the layers of belting of the radial-ply type.

heavier loads the higher the air pressure, and some can take more air pressure than others. They are rated for safe maximum air pressure by "load ranges." These are printed on passenger car tires as "load range B," "load range C," or "load range D," in rising order of strength. We used to judge this by the number of plies of cord in the tire, but it was a crude way to judge. For all normal car uses, just follow the "load range" recommended in your car owner's manual.

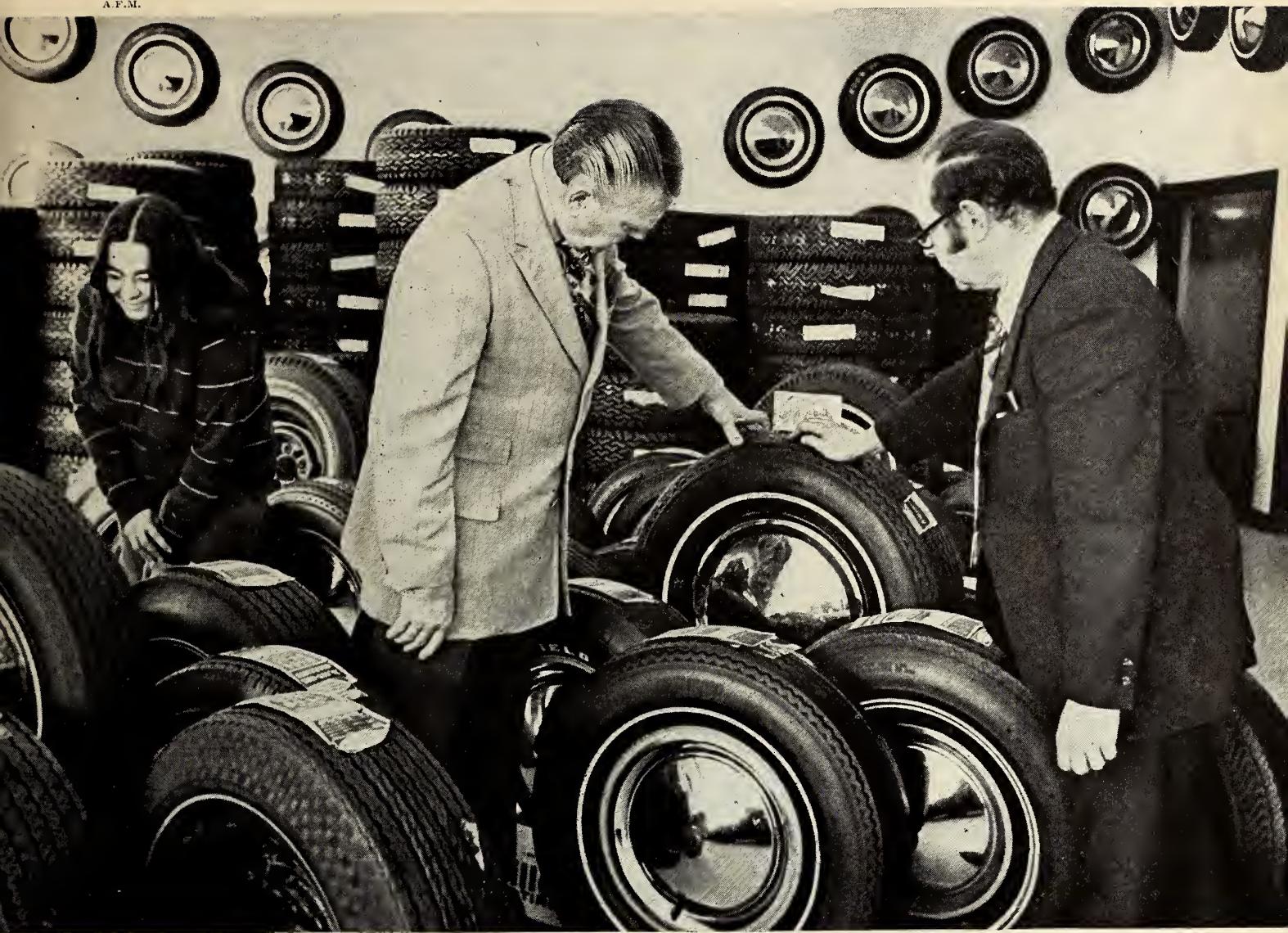
(b) How much load they can carry with the *same* air pressure. In general, the bigger tires for bigger cars are able to carry more load under the same air pressure. The rating for this is keyed in the tire-size designations recommended

What all of the above adds up to is that in buying a tire there are four basic choices that must be made (and will be made) from among about 15 possibilities.

It will help to suggest which are important choices and which are of lesser significance.

Tire structure. The choice of structure from among bias, belted bias and radial tires is a *significant* choice, bearing on long life, wear, safety, all-around performance, the kind of ride you get, the initial cost of the tire and the cost per mile.

Cord material. The choice of basic body cords from among rayon, nylon and polyester is not very significant.



No question about it, you have a lot more choices to make in buying a tire today than ten years ago.

Each has its advantages and drawbacks, and very good tires are made from each. On belted tires, rayon, fiberglass and steel wire belts are excellent. Steel wire will stand the worst beating and cost more. How badly do you intend to beat your tires? On bias tires, there being no belts, there is no choice to make of belt materials.

Width. It is hard to say how significant it would be to choose the wider of the tires recommended in your car owner's manual. Personally, I think that the extra tread on the road supplied by the wider tire is worth the extra cost. Especially with bias tires. The belted tires keep more tread on the road anyway, especially in skid conditions, and extra width may be of significance, but less so, with them.

Strength. The strength rating is very important, but the usual choice isn't hard to make. You just stick with the sizes and load ranges that are standard or optional in your owner's manual. But if you intend to carry heavy loads—

especially at high speeds—then it is very important for you to get expert information on what load range tires to use and what air pressure to carry in them.

The lazy, rich man's way to avoid all the confusion of these choices is to march down and order the most rugged tire—to play safe.

You could order a set of radial, steel belted, load range D tires in the widest width that would fit your car. A *set*, not just one on one wheel.

You can't do much better than that.

But when you add up the bill you could well ask if you need it.

You might. But you might have no real use for all that you'd be paying a very handsome price for.

On top of that, if you aren't a high-speed, heavy-load, long-distance freeway driver you might be unhappy with the kind of ride and noise "supertire" would give you just driving a light load to and from the A&P.

If the only kind of driving you do is neighborhood trips, your best buy might

be the minimum tire that your owner's manual suggests, and which says DOT on it. DOT stands for Department of Transportation. It means that the tire should meet federal standards. Such a minimum tire might be a nylon bias tire, narrowest width, load range B.

This tire should cost about the least and serve fairly well. Whether it will cost less per mile is another question. But the desirability of the minimum tire diminishes as the amount of long-range, heavy-load or high-speed driving you do increases. It *will* give you as soft a ride as any tire you can buy, except for the same basic tire in broader width.

On the other hand, whether you chiefly drive on freeways or local streets, the bias tires do not corner or steer as well as belted bias or radial tires do, they heat up more and they may skid more easily. Under rough conditions they puncture or blow out more readily.

They perform as well as most tires in use here ten years ago did, but now we
(Continued on next page)

CONTINUED A Short Guide to Modern Auto Tires

have better tires and more demanding traffic conditions.

A good step up from the minimum tire is a belted bias tire with polyester, rayon or fiberglass belts that otherwise meets the standard recommendations of your car owner's manual. It will build up less heat and will perform better in skidding and braking conditions and in puncture and blowout potentialities. It is fine for neighborhood driving, and for all the freeway driving the average car owner probably does.

That's as far as this recommendation business can go. From here on we outline the story of modern tires and you have to figure what it means to you, your car and your driving habits.

Until about 1967, practically every American-made tire was a *bias ply* tire. Each layer of cord which makes up the body of the tire was a "ply." The plies were laid "on the bias," hence the name. They were laid over each other at mutually reinforcing, crisscrossing angles of about 35° to the car's line of travel, and the tread was put on top of the outermost ply.

Bias ply makes for equally strong tread area and sidewalls, and the sidewalls are just as good whether white or black. Experts generally agree that bias plies give the softest ride of all tire types.

They are just as good as they ever were. They're cheaper to make than other types. Consumers like them because their initial cost is less than other types.

Even though two other types have been introduced and heavily promoted, bias plies still account for 53% of all sales of tires bought to replace older tires. They also account for about 15% of tires supplied for new cars. Which is to say that about 85% of tires on new cars are now the new belted biases or radials—mostly belted biases.

Bias plies have some shortcomings, compared to one or both of their newer rivals. It's up to you to judge whether they are fine distinctions or important ones.

The *bias ply* does not keep as much tread on the road (hug the road) when rounding a curve. It will slide out or skid sooner. Stroboscopic photos show that it can visibly buckle in high-speed tests. It does not respond quite as well to steering wheel changes. It doesn't roll forward as freely, so it uses a bit more gas to keep it rolling. Its manner of flexing as the car's weight rolls over the ever-changing bottom of the tire makes it heat up faster. Heat is the great life-shortener of tires. Both belted types may last from 50% to 80% longer. The *bias ply* is not as resistant to punctures and blowouts.

This description makes the old *bias ply* look so bad that we should remem-

ber that it still gives us the most comfortable ride of "all three," and is just as good as it ever was. However, many of us are now doing more sustained, high-speed, freeway driving, which makes better wear, cooler wear, better cornering, better stopping and other "bettors" more attractive.

Back in 1948, Michelin introduced belted *radial* tires to the market in France. The firm is now the fifth largest tire manufacturer in the world. In the radial tire, the cords run straight across the tire. No bias. Then, directly under the tread, two or more "belts" of cord run around the circumference of the tire on top of the body plies. This makes the sidewalls strong enough, but gives added strength and stiffness to the tread area, which has layers (the belts) that the sidewalls lack. Stiffer tread, relatively more flexible sidewall. The tread stiffness makes the tire stay flatter on the road when rounding a curve and generally hug the road better. The same characteristic makes it roll forward more easily, respond to steering more quickly and hold firmer under braking. With the crisscross gone from the body cords, heat build-up is less, so that the tire wears long. The belts reduce the likeli-

system, thanks to the harder ride.

Radial tires can't be made on conventional tire-making equipment. It's said that a total switchover to radials could cost our tire industry \$600 million in new manufacturing equipment. But foreign competition, especially from Michelin and Pirelli, has forced American makers to install some new equipment and begin offering radials.

Today, only a few U.S. luxury cars offer radials as standard equipment, but all car makers offer them as options on some models. Only about 3% to 4% of car owners switch to radials when they replace worn tires. Tire makers doubt that the figure will rise very fast. Large-size radials cost as much as \$85 apiece, or \$340 for a set of four—a large investment to make in a used car. And all tire experts warn against using mixed sets. At the very least, both front tires should be the same and so should both rears. Preferably, all four and the spare should be identical. Don't ever have radials on the front wheels unless you have them on the rear wheels, too. And that includes snow tires.

In 1967, Goodyear (the world's biggest tire maker) came up with a happy combination of radial and bias features in the *belted bias* tire.

It is just what it says it is. The under-

GOODYEAR NEWS BUREAU



Goodyear demonstration of a belted tire holding wet pavement in a lane change while an old-fashioned non-belted tire "hydroplanes" out of control in the same maneuver.

hood of tire punctures and blowouts.

For these advantages, the radials give up something. The stiff tread area makes for a harder ride. The radials cost just about twice what a *bias ply* of the same size costs. At low speeds they may whine on the pavement, and at any speed are perhaps a little noisier. Many American cars were not designed for radials. The suspension and steering systems were designed for softer riding tires. You can use radials on cars not designed for them, but it is not advisable and could lead to shop work on the suspension

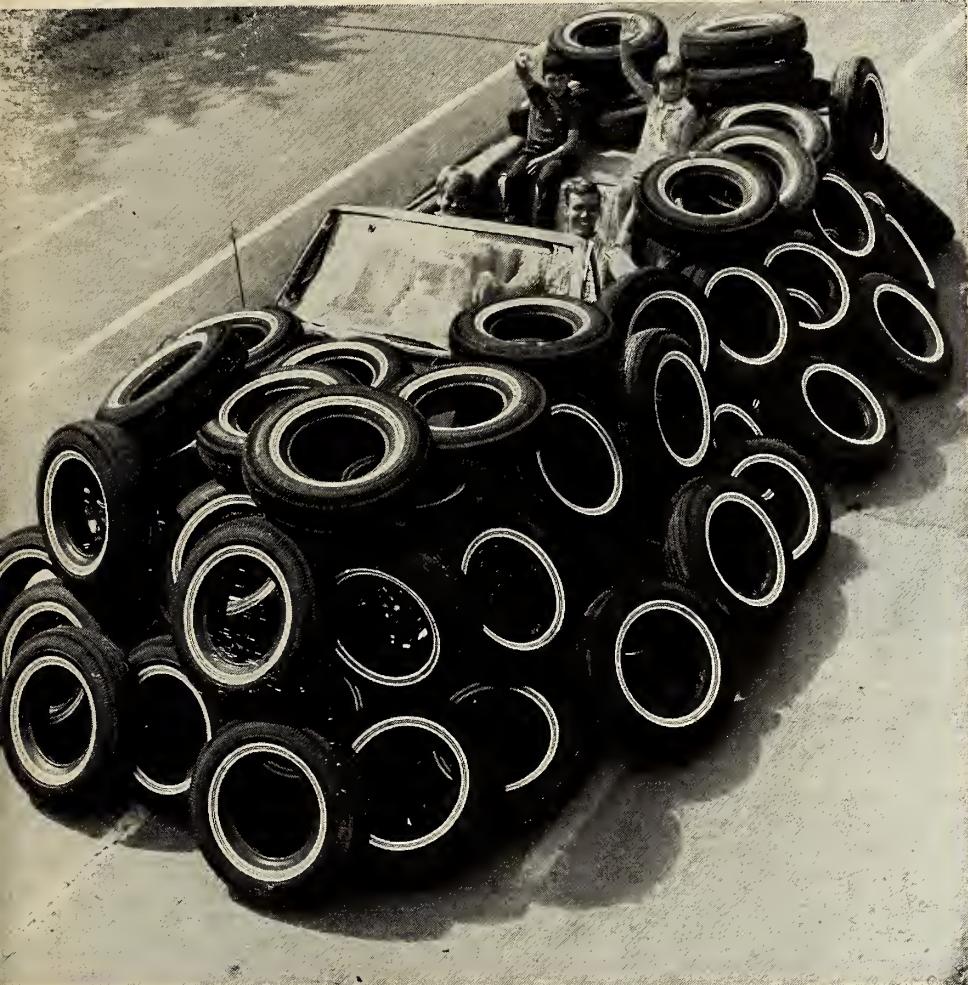
lying cords crisscross as in the *bias tire* instead of running straight across as in the *radial*. But on top of them are laid belts as in the *radial*, running around the tire under the tread.

The belts gave these *bias tires* many of the characteristics associated with radials—better mileage, better stability and road-hugging, good puncture and blowout insurance—and a somewhat harder ride than *bias*, though softer than *radials*.

The belted *bias* were a godsend to the U.S. tire market. They aren't as

simple to make as bias tires, but they utilize some of the same manufacturing equipment. Our tire makers took to them very quickly. Today, belted bias tires account for 85% of the 49 million tires sold with new cars every year. They cost less than radials. But since they cost more on a size-for-size basis than biases, they account for only about 38% of the 150 million replacement tires sold here annually.

GOODYEAR NEWS BUREAU



The average head of a family will buy 60 replacement tires in a lifetime, at a cost of about \$1,400 at today's prices, according to a Goodyear estimate.

According to Goodyear and Firestone, a driver will get the best mileage for his money from a belted bias tire. Goodrich disagrees, contending that the radials, belted biases and biases give the best cost per mile in that order. Which is to claim that the costlier the type the cheaper to operate because of longer life. There are really too many variables to nail this down as a rule for everyone.

Independent testing organizations, such as Consumers' Union, tend to confirm the long-mileage claims of the radial tire manufacturers. Forty thousand miles is *guaranteed* for some of them. They have also found that radials do corner faster before skidding, that they resist road hazards better than tires of other constructions, that they are the

last to come apart in tests designed to destroy.

The tire manufacturers believe that more and more radial tires will be sold in the coming years, especially as original equipment on new cars. By 1976, according to both Goodyear and Uniroyal, about 20% of the tires sold in this country will be radials. But the industry believes that all three types will carry on into the 1980's.

car it's hard to notice the temporary flattening.

Rayon provides high-speed performance nearly equal to nylon's, and rayon tires don't "flat spot." But rayon is said to break down when exposed to water, which can happen when tires are cut or cracked. Rayon is used as a body cord in a few belted bias tires, along with fiberglass or rayon belt plies. It is no longer commonly used in bias tires. But it is used extensively in radial tires, both for body cords and belts.

The newest fabric tire-cord is polyester. Not quite as strong as nylon, it is still a very durable cord and it provides a very soft ride. Polyester cord is usually found in original equipment tires and has a large share of the replacement tire market, too.

Fiberglass is the strongest of the non-metallic cord materials. It's currently available only in the belts of belted bias tires. There, it is coupled with underlying cords of nylon, rayon or polyester. For example, Goodyear's well-advertised Polyglas tire is a belted bias made with polyester body cords and fiberglass belts.

The strongest material of all is steel wire. It, too, is used only in the belts, where the underlying cord is polyester or rayon. Steel wire is more resistant to puncture or road hazards than any other type of cord material. It's also usually more expensive.

When it comes to the width and depth (or cross-section profile) of a tire, it's a good thing for your sanity that your car owner's manual will limit you to very few choices in recommending tire sizes for your particular car. A Bureau of Standards booklet lists 139 different sizes for tires made since 1965, and they are expressed in four different ways. Twenty-five of them will fit a 13-inch wheel, 53 a 14-inch wheel, 58 a 15-inch wheel and three an oversized 16-inch wheel. In the end, you will have a very simple choice to make, so you can just read the rest of this tire-size jazz for the fun of it.

Now here's a 1972 two-door Hornet with air conditioner (extra weight). The owner's manual recommends a 6.95-14 tire as "standard," and a C78-14 or C70-14 as "optional." Without the air conditioner it recommends a 6.45-14. Whatever all that means, the car makers—*bless them*—have narrowed the 139 choices to three for this car.

Put yourself in this Hornet owner's place and it will be easier to understand whatever recommendations are made for your car. The number 14 appears at the end of all three designations—6.95-14, C78-14 and C70-14. The Hornet has a 14-inch wheel and only 14's will fit.

What does 6.95-14 mean? The 6.95 is the width of the inflated tire in inches.

CONTINUED A Short Guide to Modern Auto Tires

It's 6.95 inches wide. This *kind* of designation is used *only* on bias tires and no longer on all of them.

Today, *some* biases and *all* belted biases use designations that read like C78-14 or C70-14, the "optionals" with this Hornet. It's a new system to indicate tire sizes.

Let's hold up a minute on the 6.95-14 and talk about C78-14 and C70-14. The 14, of course, is the rim size you are nailed to. The letter C indicates the load-capacity which generally increases as you get bigger tires for bigger cars, even on the same rim size. There is a partial alphabet of these from A through N, with A the smallest and N the biggest. Volkswagens take A's and Cadillacs are up around L. Station wagons will run higher in the alphabet than similar models in sedans, etc. As you can see, the Hornet specifies C, and you just get the letter for your car. Some cars will let you opt for one letter higher than "standard." If you do you are getting a permissible outsize tire for your car, in depth as well as width. All tires are wider than they are deep. The numbers 78 and 70 express a choice of tire width—not in inches but as a ratio of depth to width. In the C78-14, the depth is 78% of the width. In the C70-14 it is only 70% of the width. The smaller the number, the greater the width. A C70 is wider than a C78. There are only *four* width designations under the new size code. They are 83's, 78's, 70's and 60's, fattest in the order listed. You never see 83's, but they are around just the same. If the 6.95-14 had been expressed in the new code, it would have been a C83-14. But as this narrowest width is being phased out, they didn't bother to code it in the new system. So this Hornet gives you a wide open choice of three widths—83, 78 and 70 from skinniest to fattest.

It does not mention a 60 series, fattest of all. This is for real sporty cars, and just might rub the fenders of your car on a turn. Don't get Mr. Superwide 60 unless you know your car can take it.

When you come to radials (not mentioned in this Hornet manual) the same new size numbering system is in wide use, but always with an R added for "radial." If a C78-14 were recommended in radials, the designation would read CR 78-14. See the R?

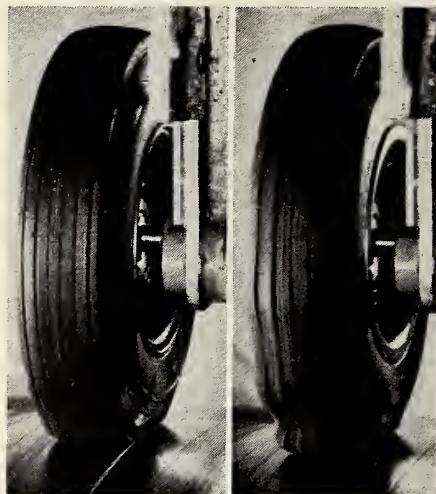
Simple? In practice, yes—to read, no. On top of that, foreign radials may use the old system, of which our friend 6.95-14 is an example. But instead of expressing the width in inches, they do it in millimeters. The closest thing in this system to a 6.95-14 is 175 R 14—which means a radial tire for a 14-inch wheel that is 175 mm wide (only a skinny 1.53 millimeters less than 6.95 inches).

After going through all that, *most* car

owners will only have one choice of extra tire width recommended in their owner's manual—to use a standard 78 series width, or go for a wider 70 series. (And today, car makers must paste tire information inside the glove compartment as well as print it in the manual.)

You pay more for a wider tire, and what do you get for it, besides a sportier look? A slightly stronger tire and softer ride and more tread on the road. This, especially the latter, may be well worth the extra cost of going to the 70 series if your owner's manual permits it.

GOODYEAR NEWS BUREAU



Bias tires are as good as ever, but the belted ones take it better. In this Goodyear test of the two under pressure at very high speed, the old-fashioned tire, right, distorts, the belted one holds firm.

Of course, strength is one of the qualities that will vary within any one size classification. The Hornet manual recommends a C tire for the proper size-strength family. And among C tires it recommends load range B. This is the minimum, and American Motors says it's right for this light Hornet. The other load ranges, C and D, offer higher inflation limits. The ranges are equated to the older standards of four-ply (B), six-ply (C) and eight-ply (D), which have become more meaningless with belts added to some tires and new, sturdy two-plies that are almost the equivalent of older four-plies.

Ordinary passenger cars for ordinary use cause owners no problems in selecting load ranges within tire sizes. Do what the manual says (and it'll probably say B). But if you plan extraordinary use for your car—heavy loads particularly—you should seriously consider further study that we won't go into here. Possibly a good tire dealer can show you a copy of a Bureau of Standards manual published by the Department of Commerce called "Tires, Their Selection and Care." It's also known as "NBS CIS 2."

The whole thing is worth reading for anyone who wants to know more about selecting and caring for tires. On pages 23 to 25 is a chart and explanation indicating the load-carrying capacity of all popular tire sizes, in all load ranges, under all allowable air pressures in the tires. It needs studying, but if you are going to heavily load your car habitually, and zoom around at high speeds in it, study may be well worthwhile.

The manual also tells a lot about caring for tires, uneven wear, air pressures, switching wheels, snow tires, retreads, etc., which we don't go into here. There's a surprising amount to be said that might be news to many drivers. About retreads, one way they can "go" is for the tread to separate from the tire at high speeds.

We have said nothing about the *tread* on new tires. Now and in the past, the treads have been pretty much a fielder's choice among the claims of manufacturers. Among the good makes, you can expect about the same from the various treads offered, and if there are important differences there's no clear way for customers to judge, though there soon may be. If you get a cheap-cheap tire you will probably get a tread to match the price. One new gimmick is that tires are now made with tread cut shallower and deeper in alternate bands across the tire. The shallow cut areas wear smooth ahead of the deeper ones. When you see bands of smoothness alternating with bands of grooved tread, that's your warning to get a new tire. On older tires, garage men have a rule of thumb about tread wear. Stick a penny in the grooves with Lincoln's head pointing toward the hub. If you can see all of his head the tread is down to 1/16 inch or less and it's time to get a new tire. You don't find extremely *thick* treads advertised as an extra for ordinary tires. They'd heat up too much to be desirable. Very thick treads are an extra for snow tires, with the warning *not* to use them unless your roads are snow-covered most of the winter. Bare pavement use heats them up too much. If you have super thick snow tire treads, avoid high speeds when driving on bare roads.

Sometime during 1973 the government is planning to require more information to be printed on tires, including a basis for the customer to judge the differences in treads and quite a few other things. It is going to be like reading a codebook to digest everything that will then be printed on tires. But the persistent buyer who doggedly learns the code will find an awful lot to learn by reading the sidewalls.

They already have things like "DOT" and "load range B" and "C78-14" and "polyester" and the maker's name, and his trade name, and "four plies" and

(Continued on page 56)

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NEWSLETTER

A DIGEST OF EVENTS WHICH
ARE OF PERSONAL INTEREST TO YOU

JANUARY 1973

A BRIEF LOOK AT SOME OF THE LAWS PASSED BY THE 92ND CONGRESS IN 1972 WHICH ARE OF INTEREST TO LEGIONNAIRES:

The 92nd Congress which adjourned in mid-October passed about 70 laws which are of interest to the Legion and which benefitted veterans and their dependents. . . Here is a brief review of the top features of some of them.

PL92-246 continues operation of Radio Free Europe.

PL92-255 establishes a Special Action Office for Drug Abuse Prevention.

PL92-277 continues and improves certain manpower development and training programs.

PL92-279 provides a special federal income tax exclusion for members of the armed forces who are POW's.

PL92-294 authorizes a research program for the cure and control of sickle cell anemia.

PL92-304 authorizes funds for research and development by the National Aeronautics and Space Administration to include a space shuttle.

PL92-315 provides a group life insurance program for cadets and midshipmen.

PL92-318 amends and extends the Higher Education Act of 1965 and other acts. . . For veterans, it provides for establishment of a full-time Office of Veterans Affairs on campuses with responsibility for veterans outreach, recruitment and special educational programs and counseling along with other services, work-study programs and tutorial programs.

PL92-328 increases service-disabled veterans compensation by 10%, along with other improvements in the program.

PL92-329 extends the unemployment compensation benefits program for veterans.

PL92-341 increases the VA grant for paraplegic housing for service-connected veterans from \$12,000 to \$17,500.

PL92-381 creates the Juvenile Delinquency Control Act of 1972.

PL92-383 provides Fiscal 1973 appropriations for the operation and expenses of the Veterans Administration.

PL92-385 & PL92-393 reduces interest rates on certain Disaster Relief loans and appropriates funds for same.

PL92-425 provides a new survivor benefits plan for dependents of members and retired members of the armed forces.

PL92-460 provides a temporary 20% increase in railroad retirement annuities.

PL92-482 continues incentive pay to servicemen during period required for hospitalization and rehabilitation following termination of missing status.

PL92-523 authorizes funds for acquisition and construction of vessels and research activities for the Maritime Administration.

PL92-538 authorizes funds for the American Revolution Bicentennial Commission.

PL92-540 amends the Cold War GI Bill with the education and employment provisions of the Vietnam Era Re-adjustment Assistance Act of 1972.

PL92-541 provides for utilization of VA hospitals to improve and expand education and training of health manpower and creates authority to build new medical schools.

PL92-544 appropriates funds for the Dep't of State, Justice and Commerce, the Judiciary and related agencies, including the Subversive Activities Control Board.

PL92-547 provides funds for military construction in Fiscal 1973 both in the U.S. and abroad.

PL92-570 provides funds for operation and expenses of the Dep't of Defense in Fiscal 1973.

PL92-603 amends the Social Security Act.

VA SAYS CERTAIN SCHOOLS MISLEAD WHEN THEY ADVERTISE "VA APPROVED":

The Veterans Administration issued a recent report stating that some training schools are misleading veterans who may be prospective students when they advertise "VA Approved". . . A reader seeing that phrase, the VA says, would conclude that the VA had examined the school, reviewed its courses and approved of its operation. . . Not so, says VA. . . Under the GI Bill, the governor of each state designates the state approving agency which has the responsibility of reviewing and approving courses offered by educational institutions for veteran enrollment. . . The VA itself does not approve the courses. . . Once the state agency approves, the VA will pay eligible veterans who enroll for the course.

JANUARY, 1973

Legion Legislative Goals Set As 93rd Congress Convenes

Fight continues for Nat'l cemetery system and improved medical care for vets; resolutions call for return of POWs, a new U.S. Flag Code, beefed-up national security and abatement of air/water pollution, etc.

In 1972, two of the Legion's major legislative goals almost made it into law when Congress passed bills to create a national cemetery system and greatly improve veterans medical health care. But the President's veto after Congress had adjourned (his main objections were budgetary) effectively stopped the proposals.

Among other things, the national cemetery bill would have created a system to begin the awesome job of providing a long-term solution of where to put the nation's war dead and would have substantially increased the veterans burial award.

The veterans medical care bill, while it would have opened the VA hospital system to non-veterans (which was objectionable to the President and to the Legion) would have nevertheless broadened eligibility for veterans, established by statute the number of beds the VA would be required to operate, and among other things, allowed the VA to compete for medical and nursing talent with more attractive salary ranges and night differential provisions.

Legislation in these vital areas will have to be reintroduced in the 93rd Congress convening this month and some Congressional leaders have already promised early action.

As to improvements in the educational provisions of the Cold War G.I. Bill, the Legion's mandate called for payment of tuition to educational institutions (up to \$1,000) plus increases in subsistence and other features. However, while monthly benefit rates were boosted, compromise agreements by both Houses resulted in the tuition feature being dropped. The Legion will continue to assess the educational needs of Vietnam veterans and seek reintroduction of tuition payment proposals if necessary.

Each year the resolutions adopted by the Legion's Annual National Convention and by the National Executive Committee at its meetings guide the organiza-

tion in action and policy. The resolutions which call for new law or amendments to law are known as the Legion's Legislative Program.

Here are some high spots of that program which the Legion hopes the 93rd Congress will act into law.

Americanism: The Legion will seek legislation to restore Veterans Day and Memorial Day to their traditional dates of observation. The present placement of these holidays to form three-day weekends for the purposes of trade, travel and commerce have served only to splinter the participation in time-honored ceremonies which are held to honor the nation's servicemen, veterans and war dead. Some states have already enacted legislation to move the holidays back to

their traditional dates. The Legion will also continue to seek the establishment of a new and up-dated U.S. Flag Code and to support the House Committee and Senate Subcommittees on Internal Security, particularly in efforts to bar federal employment to known communists and other revolutionaries.

Children & Youth: Besides seeking law to assist families faced with the costs of catastrophic illness, the Legion will press for changes in public welfare programs to provide more adequately for children and continue to support programs oriented toward education and prevention of drug abuse.

Economic: The Legion will continue its vigilance on job preference for veterans in federal employment, manpower training and emergency employment programs. Also sought will be legislation to establish uniform standards in all states for payment of unemployment compensation to veterans. It will also press for a more adequate states veterans employment service with necessary funding.

Finance: The 1972 Legion National Convention in Chicago adopted a mandate calling upon Congress to amend the Postal Reorganization Act so that authorized non-profit, second-class mailers (such as The American Legion Magazine and certain other publications) will get relief from excessive postal rate increases. In 1972, it cost approximately \$325,000 to mail the Legion Magazine to an average of 2,700,000 Legionnaires each month. By 1980, with increases presently scheduled for more than 20% each year, the total percentage of increases (235%) will bring the mailing cost of the operation alone to over \$1,000,000 and constitute a serious financial crisis for The American Legion as a whole. Also affected will be The American Legion Auxiliary's National News and Legion department publications in the non-profit field. Traditionally, Congressional policy throughout our nation's history has been to accord preferential treatment to non-profit mailers engaged in presenting beneficial information to the public. (Note: Particularly devastating is the 1.5¢ per piece charge. Multiply 1.5¢ by 2,700,000 copies, 12 times yearly to get some idea of the cost the Legion must pay.)

Foreign Relations: The Legion will continue to back the President in his efforts to conclude with honor the Southeast Asia conflict, repatriate POWs and get an accounting of those missing in action. Also opposed is surrender of U.S.

Commander and POW Leader



ALNS Photo

Nat'l Cmdr Joe L. Matthews is shown here greeting Mrs. Evelyn Grubb, Nat'l Coordinator, League of Families of Prisoners of War-Missing in Action at the Legion's Washington Office where space has been loaned to the League for over two years. As of Oct. 28, Dept't of Defense reports 1809 POWs-MIA in Southeast Asia with 1,266 listed missing and 543 known captured. D. O. D. also said it has plans readied to get POWs back into U.S. control when and if they are released.

NEWS

sovereignty of the Panama Canal and the U.S. Naval Base at Guantanamo, Cuba. There is also support for efforts to convince NATO allies that they should assume a greater portion of troop and financial requirements in their own defense so U.S. troop reductions can be made in western Europe.

Internal Affairs: Legislation was introduced in the 92nd Congress to create a shoreside memorial building at the U.S.S. Arizona site, Pearl Harbor, Hawaii so that the thousands of visitors to the memorial will have larger and more convenient facilities at which to honor the dead of WW2. The Legion continues its support of this effort and also of measures pertaining to pollution abatement and ecology.

National Security: So that the U.S. can maintain an adequate defensive and offensive capability, the Legion will call for the rapid development and deployment of TRIDENT submarines and research and development of modernized weaponry, aircraft and naval vessels plus an improved Minuteman force. We will also seek funds for the continued revitalization of our Merchant Marine fleet, improvements in military retirement pay and other fringe benefits for members and former members of the armed forces.

Veterans Affairs & Rehabilitation: Due to the Vietnam War, the size of the veteran population (almost 29 million as of Sept. 30, 1972), the growing body of aged veterans (due partly to better medical care) and other reasons, demands on the Veterans Administration for services, including hospital and medical treatment, continue to climb. The Legion will strongly resist efforts by the Administration or the Congress to practice economies at the expense of sick and disabled war veterans. Our effort this year will continue to be directed toward maintaining veterans benefits at a level consistent with increases in the cost-of-liv-

ing, plus improvements and expansion of the medical and hospital programs to enable the VA to meet higher demands for hospital beds, out-patient treatment and to stay abreast of improved medical techniques. Among the three dozen or so resolutions for the New Year are those calling for increased compensation and other refinements in the program for service-disabled veterans and the non-service-connected pension program, additional improvements in the Vietnam Era veterans education program; improvements in the VA hospital, medical and out-patient treatment programs; increases in the veterans burial award and a renewed effort to solve the increasing lack of burial space for veterans in national cemeteries.

Among other things the Legion is also mandated to: seek preference in federal employment for spouse or dependents of POW-MIAs; seek legislation to protect law enforcement personnel in performance of their duties; support ROTC programs in colleges, universities and high schools; seek recomputation of retired military pay and establishment of survivors benefits program similar to civil service; oppose amnesty to draft evaders and deserters; oppose hospitalization of non-veterans in VA hospitals and press for the armed forces to render military honors at burial of veterans.

If you, anyone in your post or your legislative chairman wants up-to-date information with greater depth and background on Congressional bills of interest to the Legion and veterans in general, a subscription to the Legion's National Legislative Bulletin is in order. It's written by the experts who deal in these matters on a day-to-day basis and is available from the National Legislative Commission at the Legion's Washington Office. Fill out the coupon on this page and send with a check or money order for \$4.00 to receive the Bulletin for the next Congressional year.

Direct Billing For Dues

In 1972, 13 Legion departments representing various sizes and geographical areas with a total membership in excess of 600,000 elected to participate with National Headquarters in a computerized pilot direct billing program to collect 1973 annual dues for their posts.

Although a full year enrollment cycle will be needed to properly assess the program, early signs indicate—at least up to press time—it is an unqualified success.

Of the 13 departments participating (Ala., Alaska, Colo., Del., Idaho, Ind., Kans., Minn., N.C., Okla., Tenn., Tex., and Wash.) 11 were already over the national average of 1973 enrollment collected by early November and the other two were not far off the mark. By Dec. 1, all 13 had a combined gain of 15,338 over the same date in 1971.

For the 1974 membership program, 20 departments with a total membership of over 1,000,000 have already signified a definite wish to participate and an additional 15 departments with slightly under a million members have indicated they are leaning in that direction.

What is direct billing and how does it work?

Normally, the phrase *direct billing* means an individual billed for one thing or another would pay the stipulated amount directly back to the billing organization upon receipt of the notice. Not so in the Legion's direct billing system. Because Legion posts are the sole judges of their own membership (within the guidelines of the National Charter) and because they have varying dues rates, it would not be feasible to set up a national dues billing system that would channel funds directly back to the national organization. Thus the Legion's system has been set up so that Legionnaires are billed by National Headquarters but pay dues directly to the designated officer in their own post. From that point on, funds channel to department and national levels in the usual fashion.

For the purposes of the pilot program the national organization shared direct billing costs 50/50 with participating departments and/or posts for a one-time mailing of the first notice. Total cost came to 11¢ per Legionnaire (including 8¢ postage), split down the middle. The program was also set up so that second or third notices, if desired by departments and posts, would be paid in full by those organizations under whatever plan they agreed to among themselves.

What are some of the advantages of such a system?

For example, only a few months after the program was instituted this past summer, the first six departments participating showed an average of 26% renewals collected for 1973 and 3%

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new members. This compared highly favorably with the 8% renewals and 1% new members recorded for the balance of all other Legion departments as of the same date.

The early sampling indicates that computerized direct billing is also reaching the hard-to-get members and, surprisingly, is resulting in a higher percentage of new members.

The system works to the advantage of the early and automatic payers and to the post membership workers who normally collect such dues. It thus frees membership personnel to form programs early in the year that attract *new* members.

Most posts already use some type of billing system—usually based on the hard work and persistence of one or two post members. Wherever such a billing system is in operation, the national/department plan can offer those posts a more effective program at a cheaper rate, particularly in man/hours expended. Once the posts make use of such a system, it's expected they will find direct billing can be done at a lower cost by Nat'l Hq than can billing by the post itself and also get notices out at a much earlier point in the membership year.

Here's a sample of comments from some of the big and small participating departments in late November.

From Bill Jackson, Dep't Adjutant of Indiana (1971 membership, 121,742):

"According to the Nat'l Membership Bulletin which just came out, Indiana is leading the nation percentagewise and we're running about 7,000 cards ahead of last year although until just now we've been maintaining about 12-13,000 ahead. Most of the posts have been very pleased with it. The ones that never used a billing system before already have two-thirds of their membership in right now and didn't even mount a membership drive. It's been very favorable in Indiana. As a matter of fact, we've already notified Nat'l Hq that we want in next year. Outside of minor details, our posts are go all the way with this. As far as the department level is concerned, our main advantage is that we haven't had to stress membership as much this year. We've been meeting our targets as far as national is concerned as much as a month or two in advance. We haven't had to go out into the state as yet and preach membership and we've been able to get on with our other programs because this thing is taking care of itself. This has been real good for us in that a lot of Legionnaires who usually might not pay dues until March or April sent in their checks to the posts two days after receipt of dues notice! It definitely saves the post money too. They can't send out a dues notice as cheaply, that's for sure. Indiana is very pleased with direct billing and we're definitely for it as long as Nat'l Hq

R. O. T. C. Unit Review



On a recent New England trip, Nat'l Cmdr Matthews visited Norwich University in Vermont to review an R. O. T. C. unit parade in his honor. Shown with him are (l to r): Dr. Loring E. Hart, Pres., Norwich U., Vermont Gov. Deane C. Davis and Sen. Robert T. Stafford. The Legion has long supported R. O. T. C. programs.

wants to participate in it. We think it's great!"

From Garland Bloodsworth, Dep't Adjutant of Delaware (1971 membership 4,939):

"We're running about 400 ahead of last year and we've got over 50% of membership in already. So far, the posts have given us nothing but favorable comment. I think it's really going to help us. It should work out fine down at the post level. At department level, we have no problems with it and we're very happy. Delaware will go on record to approve it for next year. It saves a lot of paperwork at department level and we don't have the problem of posts reporting back to us for one reason or another that they didn't get their dues notice forms to send out. We hope to exceed our quota, top last year and go a respectable distance beyond that point before the first of 1973 with this system so that we can devote more time to our other programs. Delaware certainly says that this is for us from now on."

From Frank Momsen, Dep't Adjutant of Minnesota (1971 membership, 113,891):

"According to our records, Minnesota is 1,361 ahead of a year ago, same date. We've been continually ahead of our last year's pace all year, ever since the program started and we find the reception by our posts to be very excellent. The people are pleased with it, there's no question about that. Outside of small details which caused a few problems—and that could happen in any system—it's worked out fine and the department is very much in favor of continuing the program. It gives us early membership and posts are reaching their assigned quotas much more quickly than before. People who have been slow payers have paid already—as soon as they got the dues notices—in many cases. It has defi-

nitely helped us get the membership job done."

From Barney Greene, Dep't Adjutant of Tennessee (1971 membership, 51,216):

"It's the best thing that's come along since chocolate ice cream, as far as we're concerned! We're sold on it completely. Why, as of right now, we're at 31,360 enrollments. That's 572 ahead of the same date last year. Even though we just went through a department dues increase *and* a national per capita increase. We didn't really have any idea of running ahead of last year because of the dues increases. In our small, rural posts we had some initial resistance on it and we had to sell them on giving it a try. And they went along with it. Well, you know, in those posts, they got more than a third of their members in within the first two weeks. And most of them don't even have anybody who can type out the paperwork and mail out the statements after receipt of notices! The system definitely works in Tennessee. The posts will also go for the second dues notice billing and they'll pay the full cost. They want it. Tennessee will definitely go into the second year on this program. At the department level, this frees us up from a lot of detail work so that we can work on our other programs. It's also cut our correspondence to a great degree. I'm just sorry we didn't start this up a long time ago. It's helped us immeasurably!"

Veterans' Reemployment Rights

The Bureau of Labor Statistics of the U. S. Dep't of Labor reports that the job situation for Vietnam Era veterans 20-29 years old improved slightly in October with the unemployment rate for vets (6.4%, seasonally adjusted) just about the same as for nonveterans (6.6%). The veterans' jobless rate dropped in stages throughout 1972—from over 8% in the first five months to about 7½% from June through August and then to about 6½% in September and October.

While most of the reduction in the veterans' unemployment rate reflects an improved job situation, some is due to a shift in their age composition. Since early in 1972, according to the BLS, the number of young men leaving military service has slowed considerably and a large proportion of vets are now in the older ages (25-29) where the unemployment rate is lower.

Part of today's unemployment also may be due to the fact that some recently separated veterans are still unaware they have a right to get their old jobs back, if they want them. The *if* is a big one. In some cases, to be sure, the vet doesn't want his old job back. He either outgrew it, learned a new trade or skill and doesn't want to backslide, or the circum-

stances surrounding his old job are onerous to him for one reason or another.

In any case, according to Ralph E. Hall, Director of the Office of Reemployment Rights, roughly 50% of the men being discharged each year had jobs before entering the armed forces. And each was advised of his reemployment rights when processed at discharge time. Thus, potentially, several hundred thousand men are entitled each year to go back to their old jobs. How many do and how many don't is unknown.

Basically, a veteran's reemployment rights consist of entitlement to the same position, seniority, pay rate, and status he would have enjoyed at the time of his return if his employment had continued without interruption by military service. Basis for these rights is well established in over 600 court decisions, 12 of them by the U.S. Supreme Court, since the original reemployment law was passed.

However, the veteran must meet certain eligibility requirements. He's not entitled to *every* former job. He must have left his position for the purpose of entering military service. The position must have been "other than temporary." His total active military duty must not have exceeded four years (or five years because of voluntary or involuntary extensions). His separation must have been honorable, general or under honorable conditions and he must apply to his former employer within 90 days unless in hospital. He must also be qualified to perform the duties of the job in question, or if disabled while in military service, the duties of some other job in the employer's organization.

Generally, fringe benefits which fall due after his reemployment belong to the veteran while those which fell due while he was gone and which he did not earn are not part of his rights. . . The law also prohibits the employer from discharging a veteran without cause within a year after his reinstatement (six months in the case of a National Guardsman or



Ballplayer of the Year Award for 1972 was given by Kings County (Brooklyn), N.Y., Legion to Phil Cannuci. Also, l. to rt.; County Cmdr Philip Manachino and Baseball Chmn Anthony Curcio. More than 180 players were honored. Brooklyn posts sponsored 45 teams in Legion action.

reservist returning from initial active duty for training). The burden of proving cause is on the employer.

For further information regarding veterans' reemployment rights, contact the Office of Veterans' Reemployment Rights, Labor-Management Services Administration, U.S. Dep't of Labor, Washington, D.C. 20210.

Jobs For Veterans

Here are some recent developments on the veterans employment scene:

- In Iowa, a Six-State Jobs For Veterans Conference was held at the Veterans Memorial Auditorium in Des Moines on Oct. 11. Representatives from state and federal agencies along with Legion and other service organizations in Illinois, Minnesota, Missouri, Nebraska, Wisconsin and the host state were on hand to discuss ways and means to boost employment for veterans.

- In Ohio, A Viet-Time Veterans Honor Day—sponsored, planned and carried out by the Twelfth District

American Legion—was held at the Veterans Memorial Auditorium at Columbus on Oct. 23. The day began with an Opportunity Fair at which over 30 employers and supportive service type agencies interviewed about 500 veterans. No figures were yet available on how many got jobs. At 7:30 p.m., there was a parade said to be the largest and most colorful in Columbus in many years. Following the parade, veterans, their families and friends were invited back to the Auditorium for an evening of entertainment.

- In Michigan, the Lansing Area Veterans Task Force held a Veterans Opportunity Fair at the National Guard Armory, Lansing, on Sept. 20-21. Some 38 employers were present along with representatives from various area colleges, schools and government supportive agencies. Some 800 veterans attended following the advance mailing of 3,000 invitational letters to unemployed veterans and 700 letters to employers in the area.

Somewhere In This Land . . .

*Somewhere in this land,
is a teenager
(surely more than one)
full of promise,
who waits the ideal quest.*

*Somewhere in this land,
is a disabled veteran
(surely more than one)
full of broken dreams,
who gave his nation his best.*

Why can't the two get together? They need each other. The young to fulfill themselves by helping the sick and disabled. The other, as grateful recipients, to give thanks for hours of cheer and comfort and a job well done.

Young volunteer workers are needed in the VA hospitals. They have a unique contribution to make to the Voluntary Services Program. With their youth and enthusiasm they help bridge the gap between veteran patients—young and old—and the outside world.

These young workers are called Volunteers and there are many putting in time and effort even now. But more are needed.

Legion Commanders and Veterans Affairs & Rehabilitation workers are urged to actively recruit Volunteers for service in VA hospitals.

The VA Voluntary Service Handbook, available through American Legion National Headquarters, P.O. Box 1055, Indianapolis, Ind. 46206, describes the Volunteer Program. Write for your free copy.

You just might interest your local teenager.



Veterans of WWI, members of Post 60, Ekalaka, Mont., participated in the Days of '85 parade and took first prize for their float. All of the uniforms still fit.

The Legion on Veterans Day

The nation's veterans and war dead were remembered with dignity by Legionnaires in Veterans Day ceremonies. At the 13th annual West Coast Sacred Torch ceremony, held at the Court of Liberty, Forest Lawn Memorial Park, Hollywood Hills, Calif., Past Nat'l Cmdr Alfred Chamie (1970-71) served as master of ceremonies. Chief speaker at the program, which is an activity of the People-to-People Veterans Committee, was Presidential Counsellor Robert H. Finch. The ceremony coincided with traditional Veterans Day observances at Arlington Nat'l Cemetery and at the Tomb of the Unknown Soldier, Brussels, Belgium.

Other participants in the Court of Liberty program included Los Angeles consuls-general of France, Great Britain, Israel, Italy, Mexico, Belgium and the Philippines. Also Congressional Medal of Honor holders and honor guards and membership contingents from The American Legion and other veterans groups.

Highlight of the ceremony was the presentation by the seven consuls-general of torches borne from their capitols abroad to United States veterans' leaders, symbolizing the understanding and desire for peace among armed forces veterans of the free world.

Adhering closer to the traditional Veterans Day date was Post 14, St. Petersburg, Fla., which held its annual fund raising dance on Nov. 10. Post 159, Chicago, Ill., held a community parade and church service on Nov. 12 in conjunction with the 9th District Council of the Legion and other groups.



Jimmy Stewart honored on Veterans Day.

As part of his participation in the Regional Veterans Day Observance in Birmingham, Ala., Legion Nat'l Cmdr Joe L. Matthews attended a Veterans Award Dinner. He presented James Stewart, distinguished actor and retired Air Force Brigadier General, with the National Veterans Award. In the photo, l. to rt., are Stewart, Mrs. Matthews and Cmdr Matthews.

A monument to veterans of all wars in Laurel, Mont., was erected through

funds donated by almost every Laurel organization and by interested individuals. The drive for the necessary \$1,300 was spearheaded by Dewey Nunn of Post 123 and Adelpha Teeters of the Auxiliary.

Greater Wilkes-Barre, Pa., Post 132, despite the devastation left by Hurricane Agnes, put on a substantial Veterans Day program. A three-hour parade began in Kingston, the hardest hit community, and proceeded across the Susquehanna River Bridge and through downtown Wilkes-Barre, thence past a reviewing stand in front of the dike opposite Post 132's home. (This structure has been completely renovated; one would not suspect that it had suffered flood waters up to about 12 feet on the second floor.) Taking part in the observance were Congressman Daniel J. Flood, Gino Merli, of Post 236, Peckville, a Congressional Medal of Honor holder, Post 132 Cmdr John Morris 3rd, and Michael George, 1st Past Cmdr, Post 132.



Post 38, Camp Zama, Japan: flag raising.

Post 38 and VFW Post 9612, both of Camp Zama, Japan, jointly sponsored and conducted flag raising ceremonies (see photo) for the community. The flags were raised as representing the HQ of the U.S. Army Japan. Both the Legion post and the VFW post are approximately 80% active duty military.

Post 36, Chestertown, Md., entertained Veterans of WWI. Barracks 3514, having as VWWI special guests Benjamin Byers, Nat'l Jr. Vice Cmdr; Charles Law, Nat'l Quartermaster; Russell Willgis, Maryland Dep't Cmdr; Newman Twigg, Sr. Vice Cmdr; J.L. Boyer, Maryland Dep't Adjutant; Reuben Moxley, Past Dep't Cmdr; and the main speaker, Michael Bonadio, Past Dep't Cmdr.

Canadian Legionnaires Visit

The 10th District Legion, Dep't of Virginia, hosted two bus loads of Royal Canadian Legionnaires. The occasion was the second part of an international home-and-away visitation program, reports Activities Co-ordinator Bob Watson, of Springfield, Va., Post 176. This was started by the 10th District Softball League. The 10th Legionnaires were guests of the Canadians in Perth, Ont., last summer.

During the Canadians' visit they had refreshments at Post 176, a tour of the White House and other points, a luncheon at historic **Gadsby's Tavern (Post 24)** in Alexandria, a dance at **Arlington Post 139**, and a softball game between the two groups.

A bull roast was held at Post 176, highlighted by the presentation of the Can-Am Softball Trophy to the Americans, won by them earlier in the day. The District Softball League, which has attracted many Viet-time veterans who are now Legionnaires, is composed of Legionnaires of Posts 24, 85, 130, 139, 162, and 176, all in Virginia.

Post History Contest Winners

Post 3, La Center, Ken., won the Legion's 1972 Post History Contest in Category 1 (posts chartered before 1944). The prize was \$150 and a citation. Runner-up was Post 147, Atlanta, Ga., winning \$100 and a citation. In third place was Post 193, Louisville, Ken., \$50 and a citation.

In the announcement of the results by Mrs. Loretta O. Phillips, of Burbank, Calif., Nat'l Historian, Honorable Mention went to Post 18, Arkansas City, Kans.; Post 151, Flint, Mich.; Post 296, Brooklyn, N.Y.; Post 421, Hicksville, N.Y.; Post 1044, Sparkill, N.Y.; and Post 4, Enid, Okla. Certificates of Honorable Mention were awarded these posts.

No entries were received in Category 2 (posts chartered after 1944).

New Legionnaire: Westmoreland



New member, Post 6, S.C.: Westmoreland.

Gen. William C. Westmoreland (USA Ret.), famed former commander of United States forces in Vietnam, has joined The American Legion. (His title in the Vietnam campaign was: Cmdr U.S. Military Assistance Cmd, Vietnam. At the time of his retirement he was U.S. Army Chief of Staff.)

The Legion is the first veterans organization the general has allied himself with. In the photo South Carolina Dep't Cmdr Roy A. Powell (l.) watches as Columbia Post 6 Cmdr E. Pierce Fleming, Jr. (rt.), hands General Westmoreland his Legion membership card. Cmdr Powell is also a Post 6 member.

Legionnaire Westmoreland has ac-
(Continued on page 40)



Legionnaires: Here's good news about

NOW YOU MAY BE ABLE TO ADD AS MUCH AS \$10,000

Use the enrollment form at right to apply now for low cost American Legion Life Insurance Plan Protection.

Today, making ends meet is hard enough when there's a regular paycheck coming in. Think how much harder it is when the family breadwinner is no longer there to provide for his loved ones.

Fortunately, Legionnaires have a low cost solution to this problem with ADD-ON protection through The American Legion Life Insurance Plan. For only \$24 per unit per year it lets you increase your insurance estate by giving your family thousands of dollars in extra security.

For example, if you're a Legionnaire in good health between ages 35 and 44 you can apply for up to \$18,000 (Four Full Units) added life insurance. Vietnam Vet Legionnaires under 30 are eligible for up to \$40,000 in added benefits. The chart at right explains your options and the amount of premium to send with your Enrollment Form.

HOW MUCH LIFE INSURANCE IS ENOUGH?

Financial counselors say your family needs *at least 5 times* your annual income in life insurance protection. But when you figure it out for yourself, you'll realize that this may not even be enough. Add up all your debts, including your mortgage, car loan, instalment payments—you'll be surprised at the total. Even if your wife can go back to work, living expenses, unexpected repair bills, the children's education can eat up a lot of money fast. The result? Debts and hardship on top of tragedy.

Many Legionnaires use their American Legion Life Insurance to provide mortgage protection for their loved ones. Select the amount that will pay off most or all of your mortgage balance . . . and then compare the price with similar products. You'll see this is one of the best family protection "deals" anywhere.

IF YOU LIVE IN Illinois, New Jersey, New York, North Carolina, Ohio, Puerto Rico, Texas or Wisconsin fill out and mail this coupon for an Enrollment/Application Form for use in your state.

Please send me an application/enrollment form for The American Legion Life Insurance Plan.

name _____ age _____

address _____

city _____ state _____ zip _____

mail to The American Legion Life Insurance Plan
P.O. Box 5609
Chicago, Illinois 60680

DO NOT SEND ANY MONEY WITH THIS COUPON.

HOW YOU CAN QUALIFY

You are eligible to apply for up to FOUR Units of protection, as shown at right, if you are a Legionnaire in good standing, in good health and under the age of 70. There is normally no medical examination. Just fill out the Enrollment Form at right, and mail it with the proper premium. With insurance company approval, your protection begins the first of the month following the date your Enrollment Form is received by the Administrator. You'll automatically get renewal notices before the end of each year, to remind you to continue your valuable protection.

PLAN ADDS ON—HAS FEW EXCLUSIONS

Remember, American Legion Life Insurance Plan pays in addition to any life insurance you now have; it is not meant to replace any of your existing policies. Your American Legion Life Plan protects you fully even when flying in commercial or military aircraft and while on active duty with the Armed Forces. The only restriction is that no benefit is payable for death as a result of any act of war while in the military, naval or air service or within six months of such service as a result of injuries or disease contracted during service.

So don't wait. American Legion Life Plan Protection—BIG-MONEY PEACE OF MIND—for only pennies a day. Fill out, enclose check, and mail Enrollment Form now.

IMPORTANT FEATURES

- All Legion Members in good standing and under the age of 70 can apply.
- Choose any number of units . . . up to 4 full units.
- Once you qualify, coverage under this plan may be continued up to age 75 . . . regardless of changes in your health . . . unless the group policy terminates, or you cease to be a member in good standing.
- This is the only life insurance officially approved by The American Legion in all states.

increasing your insurance estate...

... \$20,000 ... \$30,000 ... \$40,000 TO YOUR FAMILY'S SECURITY

WHAT PEOPLE SAY ABOUT AMERICAN LEGION LIFE INSURANCE

"I wish to acknowledge with thanks the prompt receipt of the check for the death benefit of my husband. It was just a chance reading of your advertisement in the American Legion Magazine that prompted us to apply for this insurance."

Mrs. E. H. W.

"... (husband) died on the date the insurance became effective. I was concerned that you might question paying the claim but I worried about it needlessly. Thank you so much for the payment and for your promptness."

Mrs. J. J. K.

"This was the first settlement made on any of Frank's insurance and as a result lifted a great load from M's mind. . . ."

Mr. J. G. R.

Amount of Premium to Mail with your Enrollment					
Month Enrollment Card Signed	AMOUNTS TO BE REMITTED FOR:				
	4 Units	3 Units	2 Units	1 Unit	½ Unit
January	\$88	\$66	\$44	\$22	\$11
February	80	60	40	20	10
March	72	54	36	18	9
April	64	48	32	16	8
May	56	42	28	14	7
June	48	36	24	12	6
July	40	30	20	10	5
August	32	24	16	8	4
September	24	18	12	6	3
October	16	12	8	4	2
November	8	6	4	2	1
December	96	72	48	24	12

HERE ARE YOUR AMERICAN LEGION LIFE INSURANCE PLAN BENEFITS					
Amount paid determined by age at death					
Age at Death	FOUR UNITS (Total Coverage During 1973)	THREE UNITS (Total Coverage During 1973)	TWO UNITS (Total Coverage During 1973)	ONE UNIT (Total Coverage During 1973)	HALF UNIT (Total Coverage During 1973)
†through Age 29	\$40,000	\$30,000	\$20,000	\$10,000	\$5,000
30-34	32,000	24,000	16,000	8,000	4,000
35-44	18,000	13,500	9,000	4,500	2,250
45-54	8,800	6,600	4,400	2,200	1,100
55-59	4,800	3,600	2,400	1,200	600
60-64	3,200	2,400	1,600	800	400
65-69	2,000	1,500	1,000	500	250
**70-74*	1,320	990	660	330	165

*Insurance terminates on the 1st day of January coinciding with or next following your 75th birthday.
**No persons, age 70 or over (including those already insured) will be accepted for new insurance.
†Special age bracket for Viet-Vets.

HOW TO ENROLL

1. Type or print required information on Enrollment Form. Be sure to answer all questions and indicate the number of Units desired by checking the appropriate box.

2. See chart above for amount of premium to send with Enrollment. Make check or money order payable to: The American Legion Life Insurance Plan.

3. IF YOU LIVE IN ILL., N.J., N.Y., N.C., OHIO, P.R., TEX., OR WIS. fill out the coupon at left for an enrollment/application for use in your state. Applications and/or benefits vary slightly in these areas.

4. If you live in Arkansas or Idaho, this offer does not apply; send coupon for special brochure.

5. Mail the Enrollment and Premium to: The American Legion Life Insurance Plan, P.O. Box 5609, Chicago, Ill. 60680

*Legionnaires who already own one, two, or three units may apply for additional units up to the maximum of Four Units. If you now hold ½ unit, any addition must include another ½ unit, so that you end up with a whole number of units.

ENROLLMENT CARD FOR YEARLY RENEWABLE TERM LIFE INSURANCE FOR MEMBERS OF THE AMERICAN LEGION

Full Name _____ Birth Date _____
 Last _____ First _____ Middle _____ Mo. Day Year _____

Permanent Residence _____ Street No. _____ City _____ State _____ Zip _____

Name of Beneficiary _____ Relationship _____
 Example: Print "Helen Louise Jones," Not "Mrs. H. L. Jones"

Membership Card No. _____ Year _____ Post No. _____ State _____

I apply for the amount of insurance indicated below. (check appropriate box or boxes).

4 Units	3 Units	2 Units	1 Unit	½ Unit
<input type="checkbox"/>				

The following representations shall form a basis for the Insurance Company's approval or rejection of this enrollment: Answer all questions.

1. Present occupation? _____ Are you now actively working?
 Yes No If No, give reason _____

2. Have you been confined in a hospital within the last year? No Yes If Yes, give date, length of stay and cause _____

3. During the last five years, have you ever had heart disease, circulatory disease, kidney disease, liver disease, lung disease, diabetes, or cancer, or have you received treatment or medication for high blood pressure or alcoholism? No Yes If yes, give details _____

I represent that, to the best of my knowledge, all statements and answers recorded on this enrollment card are true and complete. I agree that this enrollment card shall be a part of any insurance granted upon it under the policy. I authorize any physician or other person who has attended or examined me, or who may attend or examine me, to disclose or to testify to any knowledge thus acquired.

Dated _____, 19_____. Signature of _____
 Applicant _____
 GMA-300-19 10-72 (Univ.)

1-73

The American Legion offers this insurance through Occidental Life Insurance Company of California, Home Office: Los Angeles
 I apply for additional Legion Life Insurance: My present certificate number is _____

NEWS

cepted an invitation from Gov. John C. West (a Legionnaire in Camden, S.C.) to head a Task Force for Economic Growth, with special reference to inducing more foreign companies to locate plants in South Carolina.

BRIEFLY NOTED



Libraries get NATO fact books.

Copies of the book, "NATO Facts & Figures," were presented to four librarians in the towns of Athol and Orange, Mass., by Joseph H. Ellinwood, vice chairman of the Legion's Nat'l Security Council. Ellinwood, with other Council members, recently visited NATO installations in several European countries. In the photo are, from the left: W.J. O'Brien, principal, Athol H.S.; Ellinwood; Mrs. Dorothy Gracc, librarian; and Kay Maroni, student council president.

Twenty-seven states have now passed legislation aimed at providing financial assistance for educational purposes to wives and children of men held prisoner-of-war or listed as missing-in-action in Southeast Asia. The legislation varies from state to state. Those involved should check the provisions of such legislation within their respective states, providing the state has enacted such a law. States reported to have passed laws include: Alabama, Alaska, California, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, Nevada, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia and Washington. Departments seeking assistance in drafting legislation in this area may secure information regarding actions of other states by writing The American Legion, Dep't S, P.O. Box 1055, Indianapolis, IND 46206.

POSTS IN ACTION

Post 237, Huntsville, Ala., presented the keys to the post home to representatives of the League of Families of American Prisoners and Missing in Southeast Asia (Huntsville Area). The representatives will sell POW-MIA bracelets at the post from 7 to 9 pm each Friday. In the photo, l. to rt., are William D. Christian, his son Lary, Post Cmdr Y.C. Whitlock, Jr.,



Post 237, Ala., aids POW-MIA cause.

and Mrs. Frances Hicks. Mr. Christian's son, Lt. Mike Christian (Navy), has been a prisoner of war since April 24, 1967. Mrs. Hick's son, SP/4 Prentis E. Hicks (Army), has been missing in action since March 25, 1969.

Post 79, Reidsville, N.C., honored the United States' first Air Force ace in 20 years, Capt. Steve Ritchie, who has five "kills" to his credit. The post gave him a banquet, a parade, a fly-over by four F-4 Phantom jets, and a life membership in the post. Captain Ritchie has been awarded the Air Force Cross. Before



Post 79, Reidsville, N.C., honors its Ace. entering the Air Force Academy in 1960 Captain Ritchie was an honor student (Nat'l Honor Society) and a varsity athlete in Reidsville.

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

Fort Ord, Calif., Spec. Training Supply (Jan. 15, 1969)—Need information from Nash, Stewart and Rivera (Calif.) and Kitsillyboy (Gallup, N.M.) and any other comrades who recall that Clifford D. Niman was carrying a locker with another man who slipped and injured Niman's ankle. Write "CD151, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y."

24th Div, 6th Tank Bn (Munson, Korea 1955)—Need information from Sp5 Fly (tank gunner) and Lell and any other comrades who recall that Raymond Cecil Hedgepath had an X-ray taken of his back at Field Hospital near Mickey Mouse Corner, Korea. His back was injured in a jeep accident while carrying mail. Write "CD152, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y."

226th FA Bn, Co B (Dagami, P.I. Dec. 1944)—Need information from Alvarez (Mathis, Texas), Bredenkamp (Smithfield, Nebr.), Coyle (Bronx, N.Y.), Grimes (Butler, Mo.), 1st Sgt McDonald, Pfc Hawthorne, White, Pfc Hensley, Calahan (Ala.), and Street, 147th Inf. or other comrades who knew that Jose M. Aragon was crippled with arthritis and had to be assisted from quarters to messhall nearly every meal. Write "CD153, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

Armv 1st Special Forces (Okinawa, Oct. or Nov. 1964)—Need information from Sgt "Pappy" Faye, Sgt Combs and any other comrades who recall that Jesse M. Vigil was hit on left side of head above ear with Coke bottle at a bar in Machinado, Okinawa, and was taken to Army hospital, Kadina, and treated. Write "CD154, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

Legionnaires in the Albany-Schenectady, N.Y., area served the community on Election Day by phoning in voting results to TV Station WRGB, Channel 6. The Legionnaires also manned the election central office.

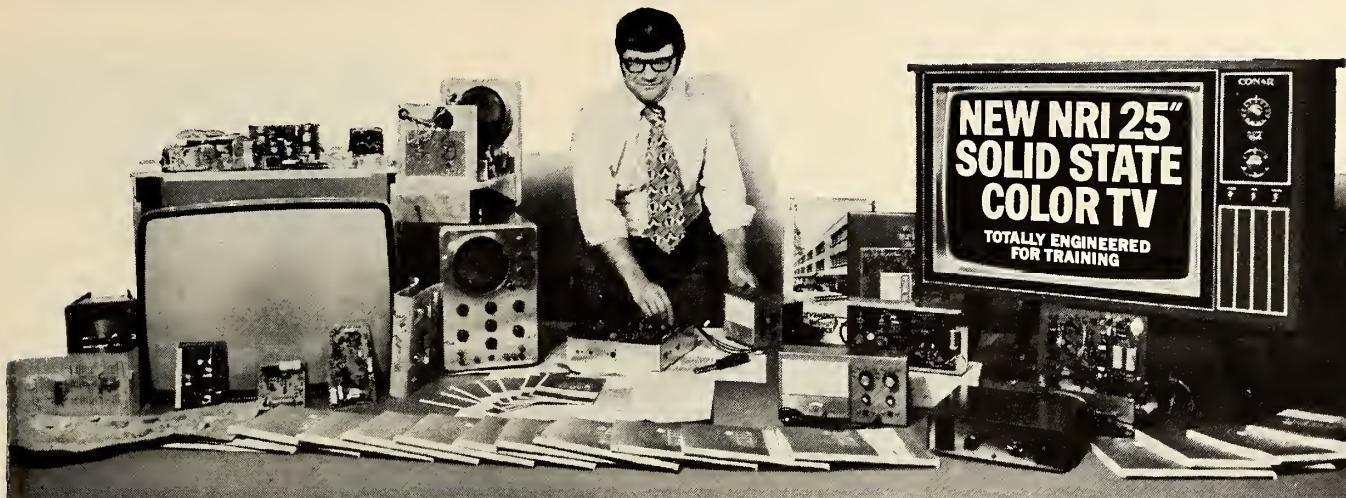
Wall St. Post 1217, New York, N.Y. gave its 30th Annual Award of the Bill of Rights Defense Gold Medal and Scroll to the Freedoms Foundation of Valley Forge. In a ceremony at Federal Hall
(Continued on page 42)



In St. John's, Nfld, Battle of Britain Sunday was observed with a parade and wreath laying ceremony at the War Memorial. Supreme Court Chief Justice R.S. Furlong laid a wreath on behalf of the province. The observance was organized by the Royal Canadian Air Force Assoc. 150 (North Atlantic) Wing. Here, Canadian and U.S. Legionnaires mount War Memorial steps. A service was held at St. Joseph's Church.

AYTHA KIELLEY PHOTO, ST. JOHN'S

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SOLID STATE TRAINING—Learn-by-doing with NRI equipment. TV-Radio Servicing course includes 25" color TV, with handsome woodgrained cabinet at no extra cost, wide-band service type oscilloscope, color bar crosshatch generator, transistorized volt-Ohm meter, and solid-state radio kit. Other courses equally complete.

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NRI pioneered the idea of supplying home-study students with custom designed training kits to give practical on-the-job experience as you learn. Today, NRI's "3-Dimensional" training can't be equalled. You get more value—from the exclusive Achievement Kit sent the day you enroll, to "bite-size" texts and custom training equipment. Learning TV-Radio, Electronics or Communications at home is easy, exciting, the NRI simplified, dramatized way.

BE A SKILLED TECHNICIAN IN AMERICA'S FASTEST GROWING INDUSTRY

Regardless of your educational background, you can learn the Electronics field of your choice the practical NRI way. The NRI color catalog, sent to you free and without obligation, tells you how you can qualify quickly to be a part of the fast growing Electronic Age; about engineering jobs in business, industry, broadcasting, government, now offered to men without college degrees. It will open your eyes to the great number of success opportunities available right now in the high-pay world of TV-Radio Servicing, Broadcasting-Communications and Industrial-Military Electronics. With NRI technical training, you can take your choice of a wide variety of career openings or have a business of your own. And if you choose one of five NRI courses that include FCC License preparation, you must earn your FCC License or NRI refunds your tuition!

MAKE \$5 TO \$7 AN HOUR EXTRA IN SPARE TIME STARTING SOON

Tens of thousands of NRI graduates are proof it is practical to train at home in your spare time. Keep your present job while preparing for a better one, and earn \$5 to \$7 an hour extra in spare time while you train, fixing sets for friends and

neighbors. NRI shows you how. Equipment you build and keep becomes useful in your work.

STEP UP TO BETTER PAY, A BRIGHTER FUTURE

NRI can help you, but the decision to act must come from you. Decide now to move ahead . . . mail the coupon today for your FREE NRI color catalog. NRI Training, 3939 Wisconsin Ave., Washington, D.C. 20016. No obligation. NO SALESMAN WILL CALL.

APPROVED UNDER GI BILL

If you served since January 31, 1955, or are in service, check GI line on postage-free card or in coupon.



MAIL NOW for FREE CATALOG



NRI TRAINING

3939 Wisconsin Avenue, Washington, D.C. 20016

259-013

Rush me your new catalog. I have checked the field of most interest to me. NO SALESMAN WILL CALL.

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- Advanced Color TV
- Complete Communications Electronics
- FCC License
- Aircraft Communications
- Mobile Communications
- Marine Communications
- Amateur Radio
- Computer Electronics
- Electronics Technology
- Electronics for Automation
- Basic Electronics
- Math for Electronics
- Basic Data Processing and Computer Programming
- Automotive Mechanics
- Appliance Servicing

CHECK HERE FOR FACTS ON GI BILL

Name _____ Age _____
(Please Print)

Address _____

City _____ State _____ Zip _____

ACCREDITED MEMBER NATIONAL HOME STUDY COUNCIL

Nat'l Memorial, the site of Congressional dispatch in 1789 of the Bill of Rights historic parchments to the 13 states for their ratification, a citation was presented by Past Post Cmdr James Cook, the medal was given by George Searight, and both were accepted by Gen. Harold K. Johnson, USA (Ret.), president, Freedoms Foundation at Valley Forge.

Post 28, Northampton, Mass., honored Fred Paulson, Post Cmdr in 1921 and a post founder, who is 102 years of age.

NEW POSTS

The American Legion has recently chartered the following new posts:

Payson Post 69, Payson, Ariz.; Howard Dennison Landry Post 375, Baton Rouge, La.; Alfred Johnson Post 596, Elton, La.; Morton-Guntley Post 349, McFarland, Mich. and Corporal Jessie Brown Post 66, Milwaukee, Wis.

Ragland Post 177, Ragland, Ala.; Bella Vista Post 341, Bella Vista, Ark.; Luquillo Post 23, Luquillo, Puerto Rico; Col. Rafael Sanchez Saliva Post 150, Aquadilla, Puerto Rico and Jefferson Post 46, Boulder, Mont.

PEOPLE IN THE NEWS

Albert D. Brown, Jr., of San Antonio, Texas, Past Dep't Cmdr (1952-53) and a member of the Legion's Nat'l Legislative Commission, elected state president of the Texas Association of School Boards.

Claudius G. Pendill, a manufacturer of Newburyport, Mass., Past Nat'l Vice Cmdr (1920-21) and Past Dep't Cmdr of Wisconsin (1920-21), honored at a testimonial dinner by about 120 Massachusetts leaders. A navy veteran of WW1, WW2, and Korea and a Legionnaire since 1919, he established a Trophy for Civic Achievement in Wisconsin (1926) and a Trophy for Community Service in Massachusetts (1930). He was one of the early Scout leaders in the United States with a troop in Racine, Wis., in 1916. Always active in civic affairs, he has been for 17 years president of the Anna Jacques Hospital.

Barney W. Greene, Dep't Adjutant of the Tennessee Legion, named "King" of the Steivos for the coming year. This is the fun-making organization of Legion Dep't Adjutants, past and present.

Frank J. Giambra, of Tonawanda, N.Y., appointed secretary-treasurer of The American Legion Press Assoc. by ALPA president Emerson O. Mann. Presently serving as ALPA membership secretary, he will fill the unexpired term

of the late Jack R.C. Cann. Mailing address is 155 Woodgate Rd., Tonawanda, N.Y. 14150.

DEATHS

Walter E. Linquist, 60, of Salzburg, Austria, who held membership in the Dept of France; he was Dept Cmdr in 1964-65 and Nat'l Executive Committeeman in 1966-68.

Jack R.C. Cann, 81, of Indianapolis, Ind., Secretary of The American Legion Press Assoc. and a retired (1957) employee of Legion Nat'l Hq, following a brief illness. Associated with Legion public relations since 1928 (Detroit, Mich.), he came to Nat'l Hq in 1944 as assistant public relations officer for WW2 affairs. He was honored by the Legion's Nat'l Public Relations Commission at the 1972 Nat'l Convention in Chicago for his nearly 45 years of service to the organization. A WW1 veteran and Legionnaire for more than 50 years, he served as Legion Nat'l Publicity Committee chairman in 1932-33.

William J. Simmons, of Sandstone, W. Va., a WW1 veteran and a founder of The American Legion who attended the St. Louis Caucus in May 1919.

John A. Durden, of Phoenix, Ariz., Past Dep't Cmdr (1951-52) and alternate Nat'l Executive Committeeman in 1952-54.

Art J. Ryan, of Dania, Fla., husband of Gen Ryan, national president of The American Legion Auxiliary in 1966-67.

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

ARMY

1st Army Hq (WW2)—(May) Harry Ganter, 24 So. Pembroke St., Wethersfield, Conn. 06109
 1st Inf Reg't, Co H—(Aug.) Wm. Corteville, 13122 8th St., Grandview, Mo. 64030
 2nd Div—(July) Anthony Luongo, 121-38 238th St., Laurelton, N.Y. 11422
 5th Recon (WW2)—(June) Rawleigh Ping, 6217 Cruxten Dr., Dayton, O. 45424
 6th Arm'd Div.—(July) Edward Reed, P.O. Box 492, Louisville, Ky. 40201
 10th Field Sig Bn (AEF)—(May) Frederic Wright, P.O. Box 10726, St. Petersburg, Fla. 33733
 11th Eng (WW1)—(May) Gus Grossmann, 35 Oak Ave., Tenafly, N.J. 07670
 11th Inf Reg't—(Sept.) R. D. Barry, 4835 Round Lake Rd., Indianapolis, Ind. 46205
 15th Major Port TC—(July) Ben Heyward, 1817 Mission Rd., Birmingham, Ala. 35216
 18th Eng—(Jan.) Alan Williams, 1540 Avonlea Rd., San Marino, Calif. 91108
 20th Inf Reg't, Co I—(Sept.) Glen Wolfe, R 3, Macon, Mo. 63552
 27th & 103rd Coast Art'y Tr Dets—(June) Mrs. Ray Broussard, 6629 Madison Blvd., Groves, Texas 77619

28th Div (WW1, WW2, Korea)—(June) George Styer, 202 Ash St., Danville, Pa. 17821
 29th Div—(Aug.) Alex Shields, 31 Maple St., Kearny, N.J. 07032



ALLISON-DONNELLY PRODUCTIONS

Hawaii Past Dep't Cmdr Albert Mark (l.) presents Nat'l Citation Award for Employment of the Handicapped to Pohakuloa Post Exchange manager, representing Hawaii Regional Exchange. The PX was cited for its outstanding policy of considering disabled Vietnam Era veterans for gainful Exchange employment.

39th Combat Eng—(Sept.) Thomas Sweares, 122 Southlane Dr., New Whiteland, Ind. 46184
 41st Arm'd Inf, Co D—(July) Jack Flack, 107 Center St., Spindale, N.C. 28160
 45th Div—(Sept.) William Nichols, 2205 No. Central, Oklahoma City, Okla. 73105
 58th Arm'd Field Art'y (WW2)—(Aug.) George Ryan, 342 Maple Ave., Downers Grove, Ill. 60515
 63rd Eng, Co A—(Aug.) Clarence Patterson, 9206 E. Lehigh Ave., Denver, Colo. 80237
 87th Field Hosp—(June) Duane Griggs, 403 Sunset Dr., New London, Iowa 52645
 103rd Div (WW2)—(July) Harvey Ellsworth, P.O. Box 207, Holt, Mich. 48842
 105th AAA Aw Bn (WW2)—(June) Margaret Baker, RR #1, Strasburg, O. 44680
 107th Eng (WW1 & WW2), 254th Bn & 522nd Co. (WW2)—(Aug.) Ed Vickstrom, P.O. Box A, Ishpeming, Mich. 49849
 109th Engr Co. F—(Sept.) I. E. Tilgner, Lewellen, Neb. 69147
 110th Inf, Co K (WW1)—(Sept.) Glancy Smith, 644 Huffman St., Wavneburg, Pa. 15370
 123rd Field Art'y, Bat A (WW1)—(Sept.) John Brookens, R.F.D. #1, Owaneo, Ill. 62555
 132nd Gen Hosp (WW2)—(Sept.) John Schoepf, 907 N. 18th Ave., Melrose Park, Ill. 60160
 135th Inf, Hq 2nd Bn, Co. F—(Feb.) Lyle Schultz, Waseca, Minn. 56093
 141st Field Art'y Bn—(Mar.) Harold Judge, P.O. Box 50135, New Orleans, La. 70150

(Continued on page 44)

American Legion Life Insurance Month Ending Oct. 31, 1972

Benefits paid Jan. 1-Oct. 31, 1972	\$ 1,539,003
Benefits paid since April 1958	13,315,789
Basic Units in force (number)	130,686
New Applications approved since Jan. 1, 1972	6,440
New Applications rejected	2,370

American Legion Life Insurance is an official program of The American Legion, adopted by the National Executive Committee, 1958. It is decreasing term insurance, issued on application to paid-up members of The American Legion subject to approval based on health and employment statement. Death benefits range from \$40,000 (four full units up through age 29) (25 in Ohio) in decreasing steps with age to termination of insurance at end of year in which 75th birthday occurs. Available up to four full units at a flat rate of \$24 per unit a year on a calendar year basis, pro-rated during the first year at \$2 a month per unit for insurance approved after January 1. Underwritten by two commercial life insurance companies, the Occidental Life Insurance Co. of California and United States Life Insurance Co. in the City of New York. American Legion Insurance Trust Fund is managed by trustees operating under the laws of Missouri. No other insurance may use the full words "American Legion." Administered by The American Legion Insurance Division, P.O. Box 5609, Chicago Illinois 60680, to which write for more details.

A special opportunity for veterans 50 and over.

Despite what many people may think, drivers over 50 as a group get into *fewer* accidents and are *better* risks than younger drivers.

So the Colonial Penn Insurance Company has put together a unique auto insurance plan for people 50 and over. If you have a good driving record and are 50 or over, you may be able to save up to \$75.00 or more on your auto insurance.

Guaranteed renewable. The information we send you will contain details about our Limited Cancellation and Guaranteed Lifetime Renewal features. Anybody who has ever had his insurance cancelled knows how important this added protection is to a policyholder.

Fast claim service. Claims are handled quickly, conveniently and fairly through over 1,400 claims representatives located in every state of the United States and every province of Canada.

Wide choice of coverage. Colonial Penn's auto insurance offers you the protection you want. Liability protection up to \$1,000,000 as well as comprehensive and collision coverage.

No-fault coverage. If your state has enacted no-fault laws, Colonial Penn's policy will conform with them. You will receive a full explanation of these coverages with your quotation of rates.

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187th Pech Inf, Co E (WW2)—(Feb.) Pat Kenny, 213 Myrtle St., Myrtle Beach, S.C. 29577
203rd CA AA—(Sept.) Stanley Bye, 1311 S. Maple St., Carthage, Mo. 64836
207th Eng Combat Bn—(July) Eugene Clovis, #1 Oakwood Dr., Wheeling, W. Va. 26003
251st Field Art'y Bn—(April) James Mayton, P.O. Box 575, Carrabelle, Fla. 32322



Post 1781, Aqueduct Race Track, Jamaica, N.Y., gave a testimonial dinner to Nathaniel J. Hyland, Jockey Club Steward, and donated \$1,000 of receipts to the Legion Children's Camp of New York County. L. to rt.: Frank D'Amico, N.Y. County Cmdr; Vincent Boccia, Post Cmdr; Alfred Pratt, PCC, president of the Camp; and Calvin Rainey, Jockey Club Exec. Sec'y.

254th Field Art'y Bn—(Sept.) Earle Schwark, 8222 Stratford Dr., Parma, O. 44129
298th (e) Eng Bn (WW2)—(Mar.) Fred Cherone, 508 N. 7th Ave., Maywood, Ill. 60153
303rd Sig Oper Bn—(Sept.) F. M. Gurn, 3rd, Frankford, Del. 19945
304th Inf Reg't—(Aug.) Edward Cain, 45-09-159th St., Flushing, N.Y. 11358
306th Field Sig Bn—(Sept.) C. E. McKinney, 29 Jewett Ave., Cortland, N.Y. 13045
307th Field Art'y, Bat E—(Sept.) Alexander Lane, P.O. Box 216, Gorham, N.Y. 14461
309th Ammo Train (WW1)—(Sept.) H. E. Stearley, 403 N. Meridian, Brazil, Ind. 47834
327th FA (WW1)—(Sept.) Chas. Campbell, 407 S. Cherokee St., Taylorville, Ill. 62568
329th Inf, Co H (WW1)—(Sept.) C. E. Pitsenberger, 516 N. Center St., Versailles, Ohio 45380
335th Eng, Co A—(July) Charlie Boyd, Rt 1—Box 101, Grand Prairie, Tex. 75050
338th Inf 85th (WW2)—(May) R. W. Gose, 664 Copeland School Rd., West Chester, Penna. 19380
339th Field Art'y, Bat D—(Sept.) Lena Miller, 727 E. McLane, Osceola, Iowa 50213
348th Sta Hosp (WW2)—(Sept.) Milt Bloomquist, P.O. Box 262, Lansing, Mich. 48902
353rd Inf (WWI)—(Aug.) John Hughes, 829 E. Ave B., Hutchinson, Kas. 67501
409th Inf, Co D—(July) Herbert Morgan, Rte 2, New Albany, Miss. 38652
410th Inf Reg't, Co D—(July) Loran Rutledge, 833 So. Grant Ave., Apt. #3, Crawfordsville, Ind. 47933
513th Eng, Lt Pontoon Co (1942-45)—(Sept.) Frank Newman, 1824 S. Boeke Rd., Evansville, Ind. 47714
524th MP Bn—(Aug.) Robert McGregor, 3284 Sage Dr., Rockford, Ill. 61111
552nd AAA Aw Bn, Bat A—(July) Wilford Boren, Box 356, Muleshoe, Tex. 79347
558th AAA Aw Bn—(Sept.) John Sackandy, 1902 Sloan Ave., Latrobe, Pa. 15650
593rd, 594th, 595th Ambulance Cos—(July) Cy Boulaic, 367 W. Front St., Peshtigo, Wis. 54157
605th Ord Bn—(Aug.) Hubert Hunt, 2830 Island Rd., N.E., Bristol, Va. 24201
605th Tank Dest Bn—(Sept.) Ted Brush, Box 20, Swartswood, N.J. 07877
607th Ord Bn—(Aug.) Robert Tritschub, 2512 Roney Dr., Granite City, Ill. 62040
609th Tank Dest Bn—(Sept.) George Funke, 3260 Oxford Rd., Trevose, Pa. 19047
681st QM Co—(Sept.) Carl Goldberry, Jr., 811 E. Circle Dr., Findlay, O. 45840
693rd Eng—(July) Anthony Marrella, 6423 W. 27th St., Berwyn, Ill. 60402
705th Tank Desi Bn—(July) Robert Johnson, 1811 Oak St., Sault Ste. Marie, Mich. 49783
737th Tank Bn—(Aug.) Leo Showfety, 1407 Seminole Dr., Greensboro, No. Car. 27408
744th Rwy Oper Bn—(June) R. E. Hammell, 3429 Longfellow Ave. So., Mpls, Minn. 55407
809th TD Bn—(Sept.) Jennings Steed, P.O. Box 331, Denton, N.C. 27239
827th Tank Destroyer Bn (WW2)—(Sept.) C. D. Hall, 2115 Bentley Dr., Pittsburgh, Penna. 15219

832nd Avn Eng Bn, H & S, A, B & C Cos (WW2)—(July) Art Milligan, Baxter, Iowa 50028
899th Tank Dest Bn, Co B—(July) Floyd Versteeg, Sulky, Iowa 50251
935th Field Art'y Bn—(Mar.) Mike Wigginton, P.O. Box 50135, New Orleans, La. 70150
970th Eng Maint Co—(July) Thomas Burton, 2991 Fleet Rd., Columbus, O. 43227
1051st Eng—(July) Concetta Seghi, 3440 Frazier Ave. N.W., Canton, O. 44709
3014th Ord Co—(Aug.) Roy Bullock, P.O. Box 2175, Falls Church, Va. 22042
Eva Hosp 8 (WW1)—(Sept.) William Van Arsdale, 303 No. Ave., Greer, S.C. 29651
Topographic Eng (WW2)—(Aug.) James Heyer, Box 308, Sumner, Iowa 50674

NAVY

12th Marine Defense Bn—(Aug.) Leonard Fisher, Mainline Dr., Box 358, Westfield, Mass. 01085
14th Seabees—(July) R. A. Beasley, 2520 Timberline Dr., Ft. Worth, Tex. 76119
19th Seabees—(Sept.) Herbert McCallen, 97 Lawr Pk Crsnt, Bronxville, N.Y. 10708
80th Seabees—(Sept.) Isaac McNatt, 848 St. Nicholas Ave., New York, N.Y. 10031
American Battleship & USS Idaho (BB42)—(Aug.) David Graham, P.O. Box 11247, San Diego, Calif. 92111
CASU 17 (Tarawa 1943-45)—(Aug.) Harry Minich, 876 Cliffside Dr., New Carlisle, O. 45344
Destroyer Sqdn 48: USS Walker, Stembel, Abbot, Erben, Kidd, Black, Bullard, Channing, Hale—(Aug.) Harold Monning, 310 E. 8th St., Kewanee, Ill. 61443
Lion Four (Base & NSD 3205 Manus Admiralty Islands)—(Aug.) F. C. Gardner, P.O. Box 14, San Pedro, Calif. 90733
USS Astoria (CL 90)—(Aug.) James Gill, 275 Gold St., So. Boston, Mass. 02127
USS Chandeleur (AV 10)—(Aug.) Mrs. Kenneth Boyd, Rte 4, Box 145, Culpeper, Va. 22701
USS Doherty (DE 14)—(June) Robert Reno, 10480 N. Lynn Circle, Apt. F, Mira Loma, Calif. 91752
USS Enterprise (CV6)—(July) Ralph Bailey, 3048 Highridge Rd., La Crescenta, Calif. 91214
USS Gleaves—(July) Joseph Alecci, 96 Arlington Ave., Paterson, N.J. 07502
USS Nashville—(July) Edward Remler, 5114 W. 69th St., Prairie Village, Kan. 66208
USS Wharton (APT)—(Aug.) G. H. Howlett, 110 Central Ave., Malden, Mass. 02148

AIR

4th Ftr Gp, Debden, England (1942-45)—(June) Leroy Nitschke, 8204 Henze Ct., St. Louis, Mo. 63123
20th Air Force—(March & Aug. Tours) 20th AF Assoc., Box 5534, Washington, D.C. 20016
20th Aero Sqdn (1917-19)—(July) Frank Holmes, 1301 W. Vista Ave., Phoenix, Ariz. 85021
49th Ftr Gp—(July) Raymond Holman, 5200 19th Ave., N.E., Ft. Lauderdale, Fla. 33308
68th Air Service Sqdn—(May) Lewis Berry, 1406 Main Ave., N.E., Cullman, Ala. 35055
75th Trp Carrier Sqdn—(July) Gerald Desmond, 37 Albion St., Schenectady, N.Y. 12302
96th Depot Repair Sqdn—(June) Donald Reader, 2044 W. Neil Pl., Milwaukee, Wis. 53209
98th Bomb Gp, H—(July) Rudolph Schmeichel, 11829 Broadmoor Dr., Dallas, Tex. 75218
111th Ftr Interceptor Sqdn (Ellington AFB, Tex.)—(June) Lt. Col. Leroy Thompson, Exec. Officer, 147th Ftr Gp, Ellington AFB, Tex. 77034
381st Air Serv Sqdn (WW2)—(June) Jay Williams, Van Nest Dr., RD 1, Martinsville, N.J. 08836

MISCELLANEOUS

Australian Nat'l Ex-POW's (Ex-Prisoners of War from all Theaters: Aust., N.Z., U.K. & USA)—(Sept.) H. J. Brown, 122 The Strand, Bedford, Western Australia. 6052

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by his Post is a testimonial by those who know him best that he has served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

Howard C. Messner (1972) Post 29, Glendale, Ariz.
J. H. McRae and Arch West (both 1972) Post 32, Safford, Ariz.
George V. Griffitts and Melvin H. Klyee (both 1973) Post 284, Mill Valley, Calif.

Joseph F. Puglio (1972) Post 326, Long Beach, Calif.

Patrick Meade (1972) Post 111, Woodstock, Conn.

Willie Lee Davis, Margaret Norris, Lodema Shaw, Josephine Mains and Caroline Williams (all 1972) Post 134, Tampa, Fla.

Stanley A. Lynch (1972) Post 80, Downers Grove, Ill.

Frank Hartmann (1973) Post 473, Chicago, Ill. Spencer A. Gay, Lynwood B. Goudy and Morton H. Lucier (all 1972) Post 42, Damariscotta, Me.

Don O. Cate and George H. McMaster (both 1972) Post 132, Richmond, Me.

Richard K. Elwell, Richard L. Leitch and Chester K. Evans (all 1971) Post 143, Auburn Heights, Mich.

Joseph A. Milak, G. Donald Clark (both 1972), Patrick J. Dolan and Joseph Durina (both 1971) Post 132, Franklin, N.J.

Stanley Madey, Edward Byra, William Gonsisko, Stanley Turecki and Thasseus Teeze (all 1972) Post 359, Passaic, N.J.

Norman E. Griffin and George L. Church (both 1973) Post 487, Mahwah, N.J.

Winston P. Wells (1972) Post 39, Amsterdam, N.Y.

Edward M. Partridge (1972) Post 103, Douglaston, N.Y.

Roy A. Mandigo and Nelson E. Hart (all 1973) Post 113, Baldwinsville, N.Y.

Raymond Robinson, Al Schardt, John Schilling, Edward Schunk and Ludwig Sobilo (all 1971) Post 527, Hamburg, N.Y.

Jack Rodenhauser, Louis D. Ulino and Arthur Winkleton (all 1972) Post 1066, Massapequa, N.Y.

Abraham Golipsky and James DeLeo (both 1972) Post 1186, New York, N.Y.

Evans Benson and Alfred Taylor (both 1972) Post 1488, Hempstead, N.Y.

Herbert Chase, Myron Van Patten (both 1972) Post 1552, Hannibal, N.Y.

Chester R. Day (1972) Post 51, Guymon, Okla. Greydon W. Hoffman, Martin Kehler, Fred C. Kirdendall, Edward R. Landenslager and Edward M. Laudig (all 1973) Post 104, Montoursville, Pa.

Ralph D. McKee, George Mura, Walter V. Protzman, Alan M. Watson and Henry J. Wittgartner (all 1972) Post 116, Pittsburgh, Pa.

Joseph Antal, Alfred Baelher, Richard B. Bowen, Nickolas Colo and John Gable, Sr. (all 1972) Post 306, Taylor, Pa.

Fred Roush (1971) Post 867, Pleasant Gap, Pa.

Clyde M. Thompson (1972) Post 18, Mitchell, S. Dak.

Walter W. Heckman, Sr. (1972) Post 5, Nashville, Tenn.

F. J. Diekey (1972) Post 118, Milan, Tenn.

Fred Burnette and Jerome A. Suddarth (both 1971) Post 126, Knoxville, Tenn.

John Stomper, Rollin Thrall, Sr. and John Tretowicz (all 1972) Post 87, West Rutland, Vt.

Edward A. Spitzbarth and Walter Wade (both 1971) Post 170, Mineral Point, Wis.

Life Memberships are accepted for publication only on an official form, which we provide. Reports received only from Commander, Adjutant or Finance Officer of Post which awarded the life membership.

They may get form by sending stamped, self-addressed return envelope to:

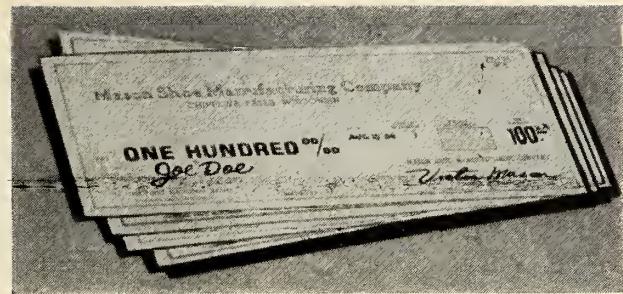
"L.M. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10119."

On a corner of the return envelope write the number of names you wish to report. No written letter necessary to get forms.



Mebane, N.C., Post 95 deeds two acres of land, valued at \$10,000, to the town as a donation to the Recreation Commission, which will use the property in a beneficial land swap. Post Adjutant Jerry Craddock, at left, and Post Cmdr L.T. (Whitey) Dodson (center) present the deed to Mebane Mayor Pete Bradley.

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THE PURITY AND IMPURITY OF OUR TAP WATER

(Continued from page 17)

more than the purity of the water you see, it would like to have much more of the federal and state effort go to drinking water, to enable waterworks to provide the very best tap water no matter how polluted the raw sources may be.

If the anti-pollution bill fails of its objective, then in 1985 we'll still have polluted waters, but we will not have made the strides we might have to guarantee the tap water if the priorities had been the other way around.

New York's Gov. Nelson Rockefeller reinforced the AWWA view that ending water pollution by 1985 is a pipe dream. Speaking from his experience in New York with a \$4 billion effort, he told the Congress that it was just kidding the public with its 1985 target date. Not only will it take far, far longer to end water pollution, but, he said, it might take three trillion dollars. The problem is too big to be whipped in 12 or 13 years. And, while the effort must rely on federal dollars, the slowness of the federal machinery will serve to drag the solution out even longer than will the size of the inherent problem of water pollution. He cited instances in which New York, relying on federal aid, had been brought to a virtual standstill by federal administrative pokiness when the state was relying on Uncle Sam's dollar aid to stop pollution. It is painful testimony to read. The costs rose while the government fiddled. When New York borrowed against some expected federal funds in order to get going, Uncle renged on the debt, Rockefeller said, with an interpretation of the federal aid provisions that nobody else could read into them.

The waterworks people say that they were getting some good federal and state aid a few years back to tackle the problems that are considered in the Safe Drinking Water Bill. Then the mighty public clamor arose to stop pollution of rivers, lakes and streams. The legislatures responded to public sentiment by giving top priority to anti-pollution rather than to purification of drinking water. To balance their always difficult budgeting problems, they took the money away from purification. Most of the earlier research into better purification then dried up at the source.

If the budgets won't support a top effort in both fields, it is the firm opinion of the waterworks folks that tap water should realistically be number one, and anti-pollution should proceed at what pace it can. They welcome the Safe Drinking Water Bill aids as a "step in the right direction," but hope for a bigger step.

Water that comes from a good local plant is still the best water in history, in spite of remaining problems and future dangers. In fact, waterworks people shudder at those who prefer to buy



"Nag, nag, nag. When we first married, it was dishpan hands, now it's pushbutton fingers."

THE AMERICAN LEGION MAGAZINE

bottled water of unknown origin at about a thousand times the cost of tap water. Waterworks operate on many assumptions, but never on the assumption that untested, unknown, untreated water is 100% safe.

Bottled water seems to have a special appeal when it is said to come from springs. The Bureau of Water Hygiene's survey cited many municipal supplies drawn from springs as sources of substandard water delivered to homes. Not surprising, notes the report, because spring water is poorly protected. Originally relatively safe underground water, it has surfaced and is daily exposed to surface pollution. Untreated, it is often substandard.

To give an idea of the routine treatment of tap water in a good municipal supply system, we go to the Hackensack Water Company in Bergen County, N.J., some of whose operation is shown in photos accompanying this article. This is no small company. It supplies close to a million people in northeastern New

(Continued on page 48)

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As you might imagine, property at this price and these terms is going fast. Return the Reservation Form and a 5 acre ranch will be reserved in your name. NO obligation. NO salesman will call on you, so ACT NOW. Mail to Rio Grande Ranches, Box 724, Alamosa, Colorado 81101.

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THE PURITY AND IMPURITY OF OUR TAP WATER

(Continued from page 46)

Jersey and, through a subsidiary, also furnishes tap water to 200,000 people in neighboring Rockland County, N.Y.

The Hackensack company protects, screens, chlorinates, aerates, "flocculates," "coagulates," settles and filters its water. It doses it with activated carbon. It controls the water's acid-alkaline tendencies, and constantly monitors its own operations. It tests water samples in the watershed streams, in the purification stages and at local faucets. It fires off constant reports to the state. It corrects for water taste and some of the mineral content. (Its raw supply is not soft, nor very hard.) It keeps a constant eye on land use, real estate developments and proposals, industrial activities and sewage systems on the watershed. It becomes involved in public land-and-water-use issues which it feels may affect its raw water, winning some and losing some. It removes impurities from its water in the form of sludge, which it holds in lagoons until it disposes of it. It must maintain specific water pressures throughout its delivery system for the dual purposes of satisfying homes and industry and assuring fire departments of hydrant pressure.

It keeps a long-range eye on the adequacy of its supply, planning today for enough water decades hence and the facilities to treat it. It has added a new treatment plant recently, whose output it expects to double soon. As its subsidiary—the Spring Valley Water Co.—operates in New York state, it is involved in interstate relations. The two firms together supply water on the west side of the Hudson from the Bear Mountain Bridge to the Lincoln Tunnel. The Hackensack company supplies interstate carriers in and around New York Harbor, which brings it under federal controls.

Any reader can sense that a lot of this is fairly standard, while a great deal more of it is peculiarly local. Water purification engineers say that so much of their job is defined by a host of local matters—such as land use, public pressures and the unique nature of local raw water—that each operation is different, and much of their work is playing all of the local complexities by ear. This makes them leery of too much rigid regulation from above. While they all agree on reasonable standards for their finished product, they may take a dim view of too much distant or amateurish interference with how they produce it.

THE North Jersey area well illustrates the local nature of water purification. If you drive from Passaic, N.J., to New York City (in about 15 minutes) you will pass through three different large

populations whose raw water is different, whose treatment problems are different and whose finished product is different. And it could not be otherwise.

On the west, the Passaic County system must depend chiefly on the industrially polluted Passaic River, a problem almost as bad as Philadelphia deals with at great cost on the Schuylkill. The Passaic and Schuylkill are contenders for the title of "America's foulest raw water supply."

East of Passaic, the Hackensack system has been able to manage a far cleaner watershed from the runoff of the



"Yes it's a Band-Aid . . . I
didn't have time to sew it."

THE AMERICAN LEGION MAGAZINE

nearby Ramapo mountains and northern Palisades. Three reservoirs help feed a fourth reservoir at Oradell.

The water sources for Passaic and Hackensack, though entirely different, are in their own heavily populated back yards. Across the Hudson, New York City draws far softer and better protected water from reservoirs ranging from nearby Westchester County to the distant Catskills, Adirondacks and upper Delaware River watershed. All three neighboring systems depend mainly on surface water as do nearly all of our urban areas. Alone among our big cities, Miami uses ground water as its main source, and by far most systems in the country (though hardly the most people) use ground water. It is an entirely different thing from raw surface water—less apt to carry disease and human pollutants, more apt to be loaded with minerals.

The Hackensack system, like most surface water systems, is historically in-

debted to two revolutionary discoveries of the last century. Ancient civilizations knew that ground water (unless raw sewage was nearby) and boiled water were generally equally safe to drink, while surface waters could carry death in the form of disease. Ground water percolates down through sand, gravel and porous rock. In the last half of the last century it was discovered that if surface water were very slowly filtered through only a few feet of sand or gravel it would come out remarkably pure. It was astonishing that anything as coarse as sand could filter out such small things as bacteria. But it could.

The reason was soon found. Larger impurities in the water lodged in the sand. The resulting sludge from crud in the water made a far finer filter than the sand itself. In a real sense, the dirtier the water the sweeter it came out. The city of London vastly improved its water by running it through sand on gravel. It learned to discharge the first water through as dangerous, and only accept that which came through after "gook" in the water had formed a sludge on and in the sand. This natural "gook" has long been known in the profession by the Dutch name of *schmutzdecke*, which seems a nice name for it.

Schmutzdecke was improved upon by man adding his own harmless "gook" to the water first. Today, most of the more sophisticated water systems add alum to raw water and stir it up vigorously. It unites with natural or added alkalinity in the water to form a gelatinous substance called "floc" (aluminum hydroxide), which looks awful at first but performs miracles. The stealing of the water's alkalinity by the alum to form floc makes the water tend toward acidity, which may be corrected later. The floc not only engulfs the tiniest suspended particles in the water that it bumps into, but it also attracts them electrically. It captures nearly all solid impurities even before filtration.

It is this process of mixing "floc" with water that is called "flocculation" and "coagulation." Well-stirred floc particles coagulate into many larger masses that can be settled out by sinking and being drawn off the bottom. Engulfed in them are most solid impurities that were in the water, to be carried off bodily with the floc. The remaining floc, and any solids that didn't settle out, travel with the water to the sand filter for the last step. There, the last of the floc coats the top of the sand to serve instead of *schmutzdecke*.

Nobody doubts that—between flocculation, coagulation, settling-out, filtration and chlorination—most if not absolutely all matter in the water, however small, is disposed of. Bottled water never had it so good.

(Continued on page 50)

WHEN WERE YOU LAST REALLY FIT?

AN EXPERT TELLS YOU HOW TO GET BACK IN SHAPE.

Even if you're not particularly interested in building he-man muscles, you owe it to yourself to keep your body fit. It's a sad fact of today's life that many men ignore this point and end up regretting it when they find they've become "old men" long before their time. Thanks to modern exercising techniques, "keeping fit" is now easier than ever. John Texier, Mr. France and leading fitness specialist tells you how.

Q. What does fitness mean?

A. For normally healthy people, fitness is a simple matter of maintaining muscle tone through exercise—using your muscles often enough and hard enough to keep them healthy and trim.

Q. How does lack of fitness show up?

A. The answer depends on how old you are. In your teens or early twenties, it's largely a matter of physical development. Young men with pipe-stem arms and caved-in chests aren't fit. With older men the first signs are usually a roll of fat around the middle and a lack of pep and energy.

Q. Can sports keep me fit?

A. Yes, indeed, if practiced regularly and for long enough periods. Swimming, jogging, gymnastics, tennis, etc., can all help keep you fit provided you practice at least an hour three or four days a week—every week.

Q. Isn't there an easier way?

A. Yes, there's an outstanding home training method which I use and recommend. It's fast, easy and guaranteed to give results.

Q. What's it called?

A. Bullworker training. It's based on Isometric

John Frelin shows how he increased his biceps by 2", filled out his chest by 4", his thighs by 1 1/4" in just a few weeks of Bullworker training.



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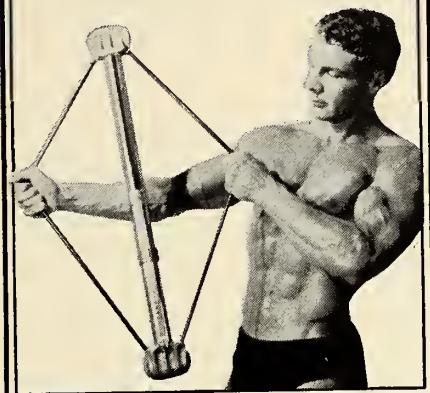
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John Texier, Mr. France demonstrates one of the easy, 7 second exercises that keep him in top physical shape.



techniques which have been proven to increase strength faster than sports or conventional calisthenics.

Q. How long does it take?

A. The 7-exercise introductory program requires only 70 seconds of exercise per day. The complete advanced training program takes about 5 minutes.

Q. When do the results start?

A. With the Bullworker, you can begin to see and measure positive results from the very first day! Isometric Bullworker training can increase your power at the amazing rate of up to 4% per week!

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Q. But it's hard work, isn't it?

A. Absolutely not! That's the outstanding advantage of Isometric training...it's so amazingly easy! Each "Staticpower" Isometric exercise takes only 7 seconds, and you barely have to move.

Q. Is there an age limit?

A. Generally speaking, men between 15 and 65 in good general health can expect to benefit from fitness and strength building training. Young men should use Bullworker to improve their muscular development: broad, powerful shoulders—ripping biceps—a deep, manly chest.

Men in their thirties should use Bullworker to maintain peak physical form and for toning-up the muscles of their abdomen, chest, shoulders and upper arms.

From 45 on, Bullworker should be used to regain and maintain a youthful vigorous body that belies the passing years. I've seen lots of Bullworker users in their fifties with more energy, power, and vigor than many younger men.

Q. How can I find out more about the Bullworker?

A. I understand that the American distributor is now offering the Bullworker on a two-week-free-home trial basis. If you're interested in getting back into shape fast, I recommend you contact the distributor for full details.

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THE PURITY AND IMPURITY OF OUR TAP WATER

(Continued from page 49)

As most swimming pool owners know, diatomaceous earth (the powder-fine fossil bones of minute sea animals called diatoms) is even a finer filtering agent than floc, when supported on cloth or metal screens instead of sand. But though some water companies use it, it is more readily adaptable for swimming pools, for a variety of reasons.

The second revolution was chlorination, which could disinfect water without filtration. When added to filtration it afforded an enormous guarantee of safe water and—along with settling-out—permitted fast filtration. Filters catch impurities physically. Chlorine kills living organisms, and wholly or partially destroys living or dead organic matter by literally burning it, wet and cold though it may be. It is the essential part of laundry bleach. It is an oxidizing agent, which is what fire is too.

It is not enough to kill some algae in raw water. The chlorine must and can "burn" their chemical remains too, to remove their "fishy" taste.

A good dose of chlorine makes a quick kill in the water, then leaves a chlorine residual. A proper residual protects the water from recontamination in the pipes all the way to faucets, especially if the water is thereafter contained and not exposed to air.

Good waterworks constantly monitor their chlorine residual, and add booster shots if it falls too low. Most public swimming pools must do the same by law. The residual is the great protector between the waterworks and your faucet. Chlorine passes out of exposed water rapidly, and extremely rapidly in sunlight. Like filtration, it probably inactivates all viruses under precisely controlled conditions. We only wish we were sure that it does, and sure of just what chlorination is exacting enough.

There is no evidence in 70 years of widespread use that chlorination under usual practices ever hurt anyone. But among the great unknowns are all the devious ways that chlorine may be reacting with all the new chemicals in water. Which is another reason why experts, who are sure that standard practices are excellent, on the face of it, will still be happy with a lot more research.

This much hardly covers it all, and a closer look at the Hackensack works will reveal more.

The Hackensack Water Company is a private firm regulated by the state of New Jersey and legally required to meet federal standards. It delivers from 85 to 240 or so million gallons a day, depending on demand—which fluctuates widely. It taps 113 square miles of watershed in New Jersey and New York, circled by hills and drained by streams and

brooks which eventually join in either the Hackensack River or the Passaic Brook. Some wells supplement the supply. The four reservoirs hold over 10 billion gallons in reserve when full.

The first standard step in water delivery is to protect the supply. The company, in cooperation with many others, has done a great deal to prevent the pollution of its water at the source, though it is in a densely populated area. However, the raw supply is hardly trustworthy. It has picked up all sorts of



"Do you think for one minute that I like my cooking any better than you do?"
THE AMERICAN LEGION MAGAZINE

minerals, bacteria, algae, organic debris (leaves, animal droppings, etc.) and various other substances, not all of them benign. Its flavor, color and clarity may vary from delightful to awful, from season to season. The company must remove all harmful substances—and harmless substances that adversely affect clarity, color, taste and odor.

It fences its reservoirs and keeps track of what's going on along the streams that feed them—negotiating if necessary to keep pollutants down. When algae grow in masses, it treats the reservoirs with copper sulphate, a tiny bit of which in a large mass of water makes algae say uncle.

If water just sits in a big, protected reservoir, that helps purify it through natural sedimentation and other processes. The company will test the water at various levels in its Oradell reservoir, and draw off water from the levels that please it most.

We are looking at its Haworth purification plant, its newest, perched on the edge of the Oradell reservoir. As water is drawn off it runs through a coarse screen, to keep out objects like leaves.

twigs, fish, etc. Big pumps then give it a lift to about 16 feet above ground level. Thereafter it flows by gravity through the treatment stages. The water immediately gets its first shot of chlorine, and the company believes in a big dose. This first shot, which is automated, is usually enough for the big kill and the final residual, though the residual is constantly monitored to make sure. It also gets a dose of activated carbon, which removes bad tastes and odors. The initial pumping ejects the water at the highest level through fountains that aerate it. This adds dissolved oxygen. The fountains on any day may spout high or low depending on volume demand. The oxygen further improves taste and odor (water without it tastes flat).

The aeration also enhances precipitation of soluble iron and manganese that may be in the water naturally. The aerated, carbon-treated, chlorinated water falls to a pool, then flows to a "flash mixer" where alum is added to make the floc. Since the floc will only form well in alkaline water, the alkalinity is monitored. If the water should be acid, or too faintly alkaline, it would be necessary to add an alkali at this point. Hackensack water is usually satisfactorily alkaline in its natural state. The flash mixer vigorously stirs the water to build up the floc and speed its

capture of suspended matter. The water then goes to nearby outdoor holding pools where the flocculation and coagulation continue to the tune of very slow underwater paddles.

The agitation helps form larger masses of floc—which make the water murky with their visible, gelatinous globs. The water proceeds to a quiet "sedimentation basin" where the larger floc masses sink and are drawn off to sludge-holding lagoons. They take along all the particles they've captured.

The water with the floc that is still in suspension goes to the Haworth plant's protected indoor sand filters, housed in a modern, yellow brick building. There are eight big filter beds. Each is 1,090 square feet in area and is divided into connected subsections for reasons that are more important than interesting. The water lies about ten feet deep on 30 inches of sand atop 15 inches of gravel, all selected for filtering qualities. In a day, up to 50 million gallons of water can seep through, with the floc forming the finest filtering agent on top of the sand. This capacity includes time out for filter beds to be backwashed—to run the collected gook and the remaining floc to the sludge lagoons.

The sparkling water that is filtered never sees air again until a customer opens a tap. It goes to huge pumps that

deliver it to the mains under pressure. It tends toward acidity, and needs an alkalinity boost to restore what was stolen by the floc and prevent acidity from corroding the company's mains and the customers' pipes. It gets this in the form of a shot of sodium hydroxide to bring the water up to a monitored pH of about 8. If that's Greek to you, it is a definite, but mild alkalinity.

At another plant, the firm's laboratory is busy every day testing samples of the water from the streams, the reservoirs, the treatment stages and the mains, and from faucets in every local area served. At the Haworth plant, a big control board monitors everything happening there.

The company maintains 1,800 miles of mains. Scattered all over its service area are booster pumping stations, as well as elevated and ground level water storage tanks (all closed to the air). They meet fluctuating pressure and supply demands of local water use.

Though big systems have much of their water main pressure automated, so that pumps go off and on as pressure rises or falls, they keep a human eye on pressure, too. Late one night in Miami, pressure suddenly dropped all over town. For a while the managers of the waterworks thought they had a

(Continued on page 52)

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By Mike Senkiv



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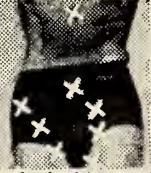
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THE PURITY AND IMPURITY OF OUR TAP WATER

(Continued from page 51)

catastrophe on their hands. They knew of no water main breaks and were completely stumped. Then someone realized that it was half-time in a pro football game involving the Miami Dolphins, who had newly risen to championship calibre. People by the tens of thousands had left their sets to mix drinks, drink water, wash dishes, flush toilets, etc., before the second half began.

Peter Pallo, purification chief at Hackensack, says that way back in the early 1950's his waterworks could have beaten the Nielsen ratings in telling the TV stations which programs had the biggest audiences. By relating pressure drops to commercials on various programs, the waterworks was getting a readout. Perhaps this information isn't wanted, as it indicates how many are not watching the commercials.

Any readers who are fascinated by what lies behind turning on the faucet should know that we haven't told the half of it. The Hackensack company is only one example of a pretty good waterworks, and our description is necessarily skimpy. Local differences are so great that almost every waterworks is a story in itself, whether you prefer the scientific details or the human anecdotes. We have to stop somewhere. Let's do it with cross-connections, a problem of every public water supply.

The survey of 969 waterworks—mentioned much earlier—reported that there are many water systems that are not properly guarded against foreseeable cross-connections. That is bad. If you had a swimming pool and threw a garden hose in it to add some water, and left the end of the hose with its running water at the bottom of the pool, that would be a cross-connection. Should the pressure in your water main reverse itself (which isn't likely, but possible) your pool water would be sucked into the main. You or your neighbor might later get it out of his faucet. A broken main downhill could reverse pressure.

This is a good example, because it is a kind of cross-connection that your waterworks can't do much about unless it wants to put a cop on each of its customer's premises. It is probably illegal everywhere in the United States for customers to make cross-connections. But there's no way to stop them unless warning them is enough, or unless Uncle Sam one day makes it mandatory to install a check-valve or something fancier at all premises served. (A check-valve only lets a liquid run through it one way.)

Water systems protect themselves against foreseeable cross-connections with all sorts of piping and valve arrangements. But there are more kinds

than you can foresee, since a cross-connection is any avenue by which impurities can get into water after it has been pumped into the mains.

It was determined by later investigation that the Holy Cross football team hepatitis incident was caused by a cross-connection that shouldn't have been, plus a weird combination of happenings.

A standpipe in an open box below ground level irrigated the football field. When the water was high in the box it made a cross-connection with the standpipe. Children from a family that carried infectious hepatitis played in the



"Ah, you're back with your beer. We've been holding up the commercial until you returned . . ."

THE AMERICAN LEGION MAGAZINE

water in the box. That wasn't enough. The water was coming out of the submerged standpipe, not flowing into it. But a fire occurred down the hill. Fire hoses were attached to hydrants and their demand briefly lowered the pressure until it reversed it. The standpipe sucked in box water. When the pressure was restored, some box water stood in the supply pipes. The football players came in from practice, went to the drinking fountains and gulped the water that the children had played in.

This is how a joint investigation by epidemiologists of the City of Worcester, the state of Massachusetts and the U.S. Public Health Service very convincingly reconstructed the events that gave infectious hepatitis to between 54 and 90 players, trainers and coaches and terminated the 1969 Holy Cross football schedule.

As we said at the start, we have the best tap water any 200 million people ever had, but nobody in the know is complacent about it.

THE END

HOW THEY CARRIED THE MAIL WEST

(Continued from page 23)

bumped and bruised the whole way by parts of mining machinery being expressed to California. Still another painted this graphic description: "A through ticket and 15 inches of seat, with a fat man on one side, a poor widow on the other, a baby on your lap, a bandbox over your head, and three or four more persons immediately in front leaning against your knees, makes the picture as well as your sleeping place." Small wonder that few who experienced 24 days of such a journey ever forgot it.

Passengers could break the fatigue by stopping over at one of the "home stations." Few did. There was no guarantee that the next coach would have an unfilled seat. One unlucky soul waited a month for an empty place. Layover accommodations, except in those stations near civilization, were described as "much like the ground outside, only not nearly so clean." A rickety table, boxes for chairs, bunk beds littered with old rags or buffalo robes, a dingy tin bowl, infrequently a piece of gritty soap—these passed for interior decoration.

Stages made two meal stops a day. Milk, butter and vegetables were available toward either end of the line, but the food farther along "could hardly be compared to that of the Astor House in

New York," admitted newsman Ormsby. Generally, it consisted of tough beef or fried pork, onions, mesquite beans, jaw-breaking "biscuits" and "a nasty, granite-like slab of dried apples" that paraded under the name of apple pie. A strange and mysterious concoction known as "slumgullion" washed everything down. Mark Twain, sampling it on a Western journey, reported that "it really pretended to be tea, but there was too much dish-rag and sand and old bacon-rinds in it to deceive the intelligent traveler."

A menu of this sort was too much for some passengers. The story persists that a New York dude who took the Overland in 1858 pushed back his plate of greasy fat pork and timidly told the station-master, "Thank you, but I never eat it." The burly Westerner grinned and shrugged his shoulders. "All right, dammit, help yourself to the mustard."

EVEN THOUGH passengers, their luggage and the mail switched to fresh coaches every 300 miles or so, most people probably agreed with one traveler's blunt summation of the journey: "I know what Hell is like. I've just had 24 days of it." Yet seats on a Butterfield stage were in such demand that a ten-day wait for one wasn't uncommon. It was the

fastest way to cross the continent, for the coaches never deviated more than a few days from their scheduled time.

Passengers paid \$200 for "through-fare" from either end of the line. (Local or "wayfare" was 10¢ per mile between intermediate points.) Meals, such as they were, cost extra—usually 75¢ to a dollar. The free baggage allowance was 40 lbs., about the same as airlines allow today on international flights.

But well-built stages and bold enterprise alone didn't get the mail through. It also required a "whip" driver, a swaggering braggart who could keep an eye on the road, manage six sets of reins at the same time, and "flick a fly off a lead horse's flank with a 12-foot whip while at full gallop." Without this kind of "jehu," a stage line was merely a route on a map and nothing more.

Each driver had his own 60-mile beat. He was housed and fed at the station at either end, caught a few winks, then took the next opposite-bound stage back over the same stretch of road, whether day or night. As a result, he knew every twist and turn in it.

"How in the world can you see the way?" a nervous passenger once asked Charlie Parkhurst, who was renowned as one of the fastest drivers, on a moonless night.

"Smell it," Parkhurst calmly replied.

(Continued on page 54)

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HOW THEY CARRIED THE MAIL WEST

(Continued from page 53)

"Fact is, I can tell where the road is by the sound of the wheels. When they rattle, I'm on hard ground. When they don't, I gen'rly look over the side to see where she's agoing. Terbacker's another sign," Charlie added. "When I'm a little skeer'd, I chew more'n ordinary. Then I know the road's bad."

FEW DRIVERS were ever really scared. For fear was the last thing they knew. Egotistical, curt, dressed in bright red or blue shirts with yards of fringe on their buckskin britches, they were the western kings of the road, the only men that employer, stationmaster and passenger alike "bowed down to and worshiped." Their private lives were strictly their own, and many of them talked only to their teams—and then "through the ribbons," never with a whip. It was cracked to guide the horses, not to lash them. Any horse that actually required whipping did not belong in a team. To a driver, a whip was the symbol of his profession and he was as proud of it as a newly engaged girl of her diamond ring. He ornamented the stock with silver, never loaned it even to his closest friend and thought it bad luck to ever lose one.

All these blustering upstarts were young, all spat out hair-curling oaths and nearly all could drink "more double-rectified, copper-distilled, trigger-lightning, sod-corn juice" than any bewhiskered mountain man. They were a breed apart, all of them "men of valor and nonchalance never before known and perhaps never again to grace the American scene." Except that Charlie Parkhurst was no man. When Charlie died in 1879, neighbors preparing the body for burial discovered to their consternation that "he" was a woman and upon examination by a doctor, "it was definitely established that she had been a mother." Old Charlie had gotten away with the ruse for almost 30 years, thus winning hands-down the title of the most skilled reinswoman the world has ever known.

Despite the efficient, reliable service they gave, Butterfield and his daredevil drivers had competition.

George Chorpenning still carried the mail between Salt Lake City and California. It got to Salt Lake from Missouri on the Central Overland, California and Pike's Peak Express, organized by the giant freighting firm of Russell, Majors and Waddell. But service was semi-monthly and subsidies were about half of what Butterfield was getting. William H. Russell, the plunger of the partnership that ran the C.O.C.&P.P., believed that the only way to win a larger subsidy was to prove the central route's superiority over the southern. What was needed, he

told his partners, was a dramatic gesture, an act of daring that would set Americans agog. Separate the mail from the passengers and take it as fast as relays of speedy horses with jockey-sized riders can run, he said.

Probably Russell did not know that the "golden horde" of the Mongols had run such an express all the way across Asia centuries earlier. Some historians say that Sen. William Gwin, of California, suggested the idea to him during a visit to Washington in 1859. At least Gwin agreed to work for a new subsidy if



"There. Now I want you to notice how fast it dries."

THE AMERICAN LEGION MAGAZINE

Russell launched the enterprise. Others claim that the idea originated with Russell himself. The fact remains that on January 27, 1860, he sent a telegram from Washington to his partners: "Have determined to establish a Pony Express to Sacramento, California, commencing 3rd of April." He added that they'd carry the mail not in 25 days but in ten! His colleagues gasped, and agreed only because Russell had gone too far to back down.

Orders went out for 500 swift horses, "well-broken and warranted sound." Workmen built 153 way stations and relay posts along the 1,966-mile route between St. Joseph and Sacramento. (The western terminal was actually San Francisco, but the final lap was by river steamboat from Sacramento to the Golden Gate.) Two hundred station-keepers and stablemen were hired. Ads appeared in newspapers: "WANTED: Young, skinny, wiry fellows not over 18. Must be expert riders willing to risk death daily. Orphans preferred." Eighty were chosen. All weighed less than 135

lbs. and each received a leather-bound Bible after signing the following oath: "I agree not to use profane language, not to get drunk, not to gamble, not to treat animals cruelly, and not to do anything incompatible with the conduct of a gentleman. I agree, if I violate any of the above conditions, to accept my discharge without any pay for my services."

As unbelievable as it sounds, today, all was ready to go on April 3, 1860. At 6:30 p.m. that evening, the first Pony Express rider galloped out of St. Joseph, Mo., on a "bright bay mare" with 49 letters and a few special editions of Eastern newspapers. On April 13th, at 5:30 p.m., another rider took that mail into Sacramento—*one hour less than ten days!* The eastbound run was covered in exactly ten days to the minute. Russell had won his point—but it was a grueling victory.

The Pony Express service was weekly at first, then changed to semi-weekly. At first, each rider rode for 30 to 50 miles, using three horses in relays from one home station to another. Later, the run was extended to from 75 to 100 miles for men, ten miles for horses.

The mail was carried in specially made, heavy leather saddlebags called *mochilas*. Three pockets in a mochila remained locked the entire ride, and only stationkeepers at St. Joseph and at Sacramento had keys for them. A fourth

pocket was for mail picked up along the way and each stationkeeper had a key for it. Letters were written on tissue paper and wrapped in oil silk for protection from moisture.

Two minutes were allowed to change mounts. It was often done in far less than that. A fresh horse, saddled and bridled, was ready at each station a half-hour before the Pony Express was due. At night, the rider let out a few lusty whoops to announce his approach. By day, his approach could be seen in a cloud of dust. Dashing in, he already had the mochila loose, pitched it ahead to the keeper to adjust on the fresh mount, jumped from his foam-flecked pony, mounted the waiting one—sometimes on the run, scarcely touching ground—and was gone, usually in 15 seconds.

If his relief at his home station were ill, he had to ride on to the next. One pony man rode 280 miles in 22 hours without letup. A 15-year-old rider, the only one ever to achieve worldwide fame, was once in the saddle for 320 miles. His name was William "Buffalo Bill" Cody.

Mark Twain has left us an instant replay in words of a Pony Express rider as seen from an overland stage on which Twain was riding:

"Here he comes! Every neck is stretched further and every eye strained wider. Away across the endless dead level of the prairie, a black speck ap-

pears against the sky and it is plain that it moves. Well, I should think so! In a second it becomes a horse and a rider, rising and falling, rising and falling—sweeping toward us nearer and nearer—growing more and more distinct, more and more sharply defined, nearer and still nearer, and the flutter of hoofs comes faintly to the ear. Another instant, a whoop and a hurrah from our upper deck, a wave of the rider's hand, but no reply, and a man and a horse burst past our excited faces and go winging away like a belated fragment of a storm!"

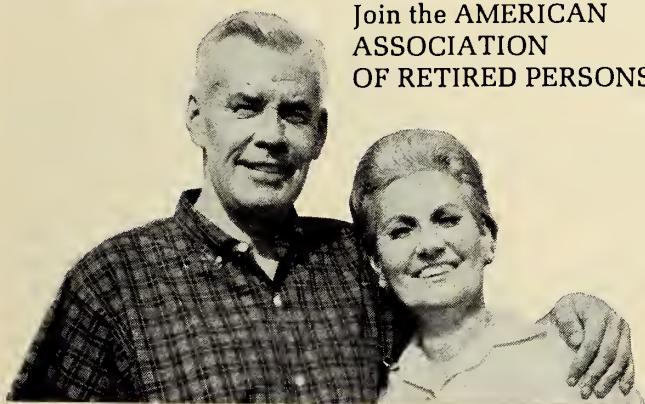
"So sudden is it all, and so like a flash of unreal fancy, that but for a flake of white foam left quivering after the vision had flashed by and disappeared, we might have doubted whether we had seen an actual horse and man at all."

Probably no group of men who carried the mail will ever surpass the riders of the Pony Express. Many a rider was wounded by Indian arrows but, miraculously, only one was killed. And even then, the mail got through. His pony escaped and followed its own lead to the next station. Keeping the schedule became a sort of religion, a performance that must be accomplished. They swam icy floods, waded through breast-high snow drifts, groped ahead in below-zero blizzards on half-frozen ponies with the precious mails. All this for a salary in

(Continued on page 56)

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HOW THEY CARRIED THE MAIL WEST

(Continued from page 55)

the \$50 to \$150 a month bracket.

The record run occurred in March 1861, when President Lincoln's first inaugural address made it across the route in 7 days, 17 hours. Even as the first rider saddled up, the western and eastern ends of the newfangled telegraph were Carson City, Nev., and Marysville, Kan. It has often been said that as the wire ends advanced, the Pony Express riders ran only between them. This is entirely incorrect. They carried the mail from St. Joe to Sacramento, and vice versa, from beginning to end. They did, however, carry telegrams only between the wire terminals.

And that gap became narrower and narrower. Sweating crews set poles at the rate of five miles a day, and Pony Express riders—knowing that the meeting of the lines would terminate their careers—took a deep interest in the work. Day after day, eying the construction crews, carrying news and reports from one work gang to another, they were able to forecast, almost to the day, when the job would be completed.

ON OCTOBER 24, 1861, the race finally ended, the lines met at Salt Lake City, the wires were joined—and the Pony Express' brief hour of glory was over. Horseflesh was fast, but a ten-day-old message could not compete with one sent or delivered in a fraction of a second by a clacking key. And while it lasted, the Pony Express was a financial bust. Butterfield carried passengers, freight and bulky mail. The pony riders were limited to light letters and telegrams. In the 18 months they operated, 308 runs were made each way, covering a total of 616,000 miles. But the total number of pieces of mail carried was 34,753—making for receipts of \$90,141, only a little more than the initial cost of the horses alone. On November 21, 1861, the last mochila in transit reached San Francisco. Employees of the C.O.C.&P.P. Express had long since seen the red-inked handwriting on the company's ledger sheets. They dubbed the firm "Clean Out of Cash and Poor Pay."

Except for making no money, the undertaking was a success in every way. Its drama lives on as a saga of our history. And, as one historian points out, "It eliminated the moth-eaten argument that mail service over the Central Route was not possible the year round, and emphasized, as nothing else could, the slow, ponderous service over Butterfield's route." The stage express, carrying heavier loads, still had some time left. But the coming of the Civil War made the selection of the central route inevitable, anyway, for the safe delivery of the overland mail and passengers. Texas seceded

on February 1, 1861. Word soon reached Washington that the Butterfield route through that state had been "cut up by the roots" by Confederates and the stages stopped.

The rest of the story is anticlimactic.

The Butterfield route had to move north, while Butterfield retired. His successors soon sold out the stage route from Salt Lake west to the Wells Fargo firm. The eastern half went on the auction block and ended in the hands of an able man, Ben Holladay, who built stage lines all over the west. Holladay outthought Wells Fargo as he saw the rails move west. Less than three years before the rails from west to east joined in Utah, he sold out his whole network



"When are you going to the barber and get some of that stuff recycled?"

THE AMERICAN LEGION MAGAZINE

to Wells Fargo for just about \$2 million in cash and Wells Fargo stock. When the golden spike linked the nation by rail on May 10, 1869, Wells Fargo had on hand more than \$50,000 worth of surplus stagecoaches that were a drug on the market. An era was dead.

In many places today, highway grades follow the old ruts of stagecoach trails, and trains take on water from wells dug by the men who blazed the mail routes. Stagecoaches, mochilas, whips and other relics can be seen in museums. Bill Cody, "Charlie" Parkhurst and a few others are remembered, but the names of nearly all the other drivers, riders and guards have slipped into oblivion. They did their job well and proudly and moved on to other things when the locomotive and the telegraph replaced them. For a brief span of history they lived to the hilt the motto that "neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds." Herodotus said that, originally, in tribute to the mounted Persian couriers of the fifth century B.C.

THE END

A SHORT GUIDE TO MODERN AUTO TIRES

(Continued from page 30)

more besides. Right now, for instance, tires have printed on them a Department of Transportation code number, indicating who made the tire at what plant and when. You can only decode the "when" at the end. The number may read like MBVX DBA201. The 1 at the end means 1971. The 20 tells what week in 1971—the 20th week. The rest identifies the maker, the plant, the tire size and the maker's model of the tire. The code number comes in handy if there's a recall due to defects in a particular issue of a tire.

To all this will be added the following:

1. Tread-life grades from 1 to 6. The higher the number the longer the expected tread wear. Number 3 will relate to a test tire used by the government as standard. Number 6 will mean twice the expected tread life of number 3. Number 1 will mean 60% of the life of number 3. Numbers 2, 4, 5 will be in-betweens.

2. A row of stars to indicate what traction the tire gets on the road. There is a conflict between traction and tread life, and both of them are variable depending on the weight you carry, the way you drive and the road surfaces you drive on. The conflict is that good traction necessarily increases tread wear. A slick, smooth tread might last indefinitely by getting little traction. You buy traction by spending rubber and good traction demands that you settle for less tread life. So you aren't apt to get the best of both in one tire, but just the best you can.

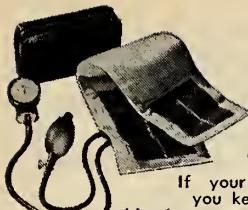
Anyway, two stars will mean the traction of a government test tire considered to be "average." One star will mean 10% less stopping ability than a two-star tire. Three stars will mean 10% more stopping ability than two stars.

3. Grades A, B and C for "high-speed performance." The government will set A as the minimum, and require that an A be perfectly safe for all normal driving, including freeway use. B and C will indicate sturdier tires designed to take brutally high sustained speeds.

In real life, all of this will probably be too much information for tire buyers. As with compulsory seat belts, not all the customers will make use of all of it. But, whether they use it or not, more precise information is becoming available to tire buyers than is found in the ads. And the ads are right in telling us that with the advent of the two belted types we now have better, safer, longer lasting tires for passenger cars than ever before.

THE END

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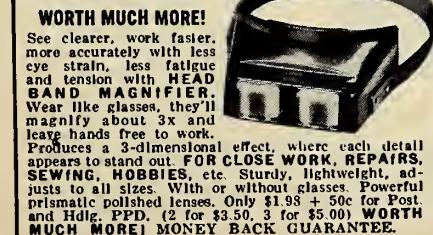
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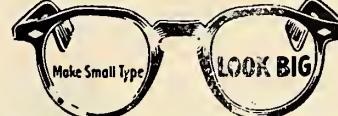
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PARTING SHOTS



"There's nothing to be nervous about. Just think of him as an orange!"

THE AMERICAN LEGION MAGAZINE

CONSIDERATE PATIENT

The young doctor just out of medical school was having a difficult time building up a practice in a close-knit town. But late one night he got a call from a distraught woman whose husband had become seriously ill. Although the family members were not his patients, the young medic rushed to the sickroom and began his examination.

"It's gratifying that you thought of me in a time of distress," he said. "Is your own doctor out of town?"

"Oh, no," the sick man replied. "He's home . . . but I might have something contagious, and I didn't want Doc to take the risk."

F. G. KERNAN

MORE TASTEFUL . . .

When an interior decorator had completed his work for a newly-rich woman he offered a suggestion. "Now," he said, "your home is in such beautiful taste, you need to display the same taste in your manners. For one thing, you should discontinue telling your guests how much everything costs."

"You're so right!" she said. "I'll just ask them to guess."

LUCILLE J. GOODYEAR

EARLY RISER

Weekends, in my opinion, are meant for sleeping late. My husband doesn't agree. Not only does he get up an hour earlier than usual, he hounds me until I straggle out of bed as well.

I've only protested once. "Go back to sleep," I groaned. "It's Saturday."

He looked at me, obviously shocked to the heart, and exclaimed: "And lose part of my time off?"

MARGARET SHAUERS

RESTRAINED EATING

A woman was taking care of a neighbor's small boy along with her own brood and took them to the local hamburger restaurant for lunch. "Tommy," she asked the little guest, "how many hamburgers can you eat?"

"I don't know," Tommy shrugged. "Mommy always stops me."

HIRM ALBRIGHT

CLEAN-UP

Our town had a fix-up drive,
And repaired everything in view,
Getting ready for the big ball game,
And someone fixed that too.

JOHN W. LOVELAND

BIG THINKERS

Some people don't exaggerate. They just remember big.

THOMAS LAMANCE

PRIMARY ERROR?

Even on high, the Creator could hear
The continuous chatter of women's lib.
"I wonder," He mused, "if I made a
mistake
And used Adam's jawbone instead of
his rib?"

EMMA LOUISE PHILABAUM

FIRST-AID ITEM

Bandage: Gash mask.

RAYMOND J. CVIKOTA

UNFINISHED BUSINESS

They discussed weighty matters
As soon as they quorumed,
Little was accomplished
Except that they forumed.

E. ROGER JONES

HIGHWAY MANIA

Freeway traffic: Rabid transit.

DAVID O. FLYNN

A LAUGH-A-DAY—LASTING ALL DAY

Death results from many causes
Such as irritating noises—
Even loud prolonged applauses
or the misuse of a gun.
But the fact remains, however,
That a healthy person never
Dies while laughing at some clever
bit of humor or a pun.

ROBERT SEWELL OAKES

3

4



"Hey Charlie—a new one-basket record!"

THE AMERICAN LEGION MAGAZINE

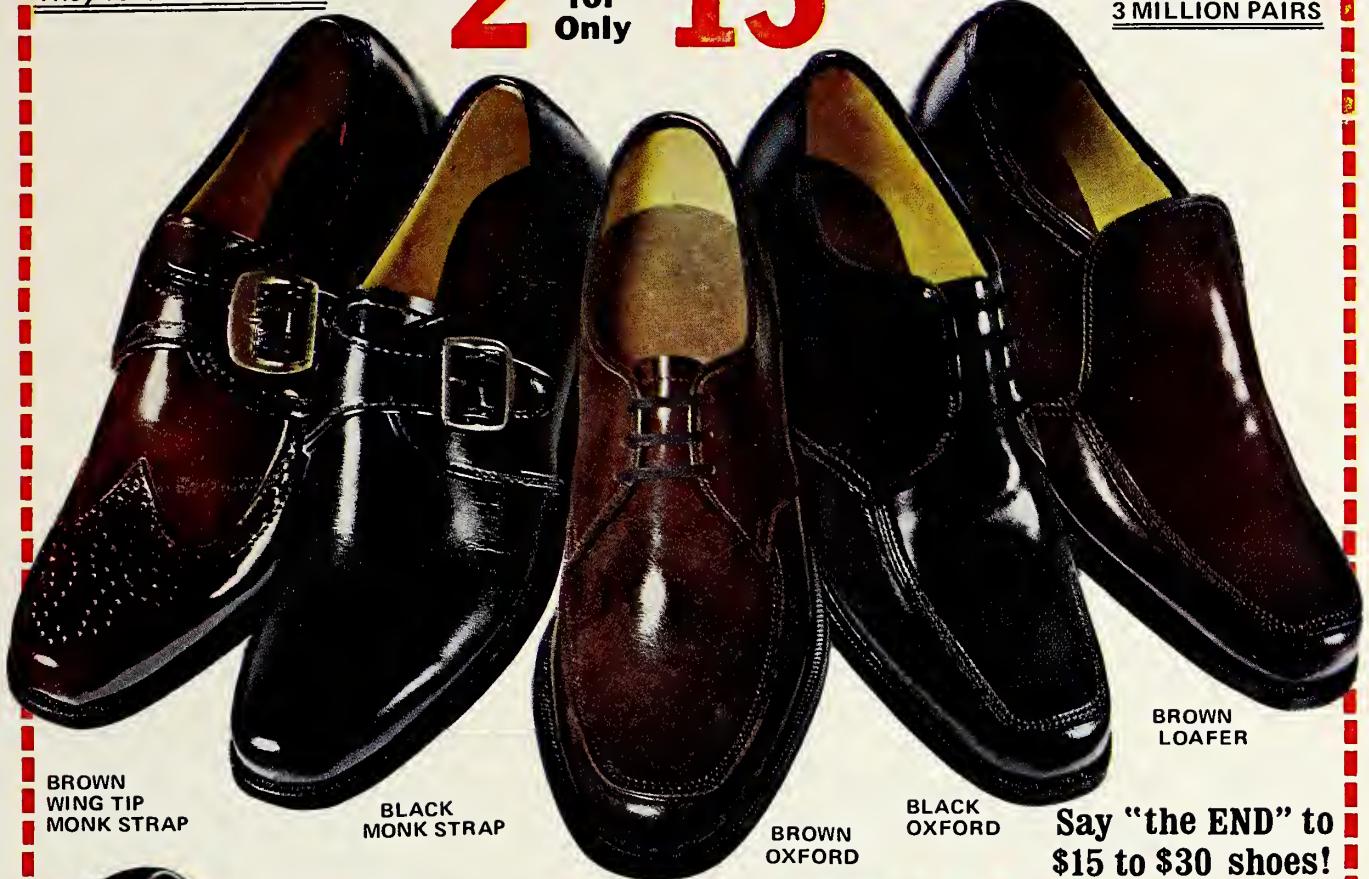
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B	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
C		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
D	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
E		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
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